

Nebraska Department of Roads
Reevaluation Form

I. GENERAL INFORMATION

Project Name and Location:

South 56th Street, Shadow Pines to Old Cheney

Section 16/17, Township 09, Range 07E, City of Lincoln, Lancaster County, Nebraska

Project No.: LCLC-5241(5), City Project: 701923

Control No.: 13141

Project Description:

The project was environmentally cleared as part of the South Area Fringe Roadways Environmental Assessment (STPAA – 5231(9), CN 12223) (EA)/Finding of No Significant Impact (FONSI) dated September 9, 1998. As originally evaluated, the project included improvements recommended by The City of Lincoln - Lancaster County Comprehensive Plan (1994).

The improvements evaluated in the EA provided for the safe and efficient movement of goods and people to and from the South Lincoln area by upgrading existing two lane rural arterials to urban roadway sections. The following arterial roadways were included in the Comprehensive Plan and the City of Lincoln (1994) and evaluated in the EA:

- South 14th Street – Old Cheney Road to Pine Lake Road,
- South 40th Street – Pine Lake Road to the city limits (approximately what is now known as Granger Parkway),
- South 56th Street – Old Cheney Road to Pine Lake Road,
- South 70th Street – Pine Lake Road Nebraska Highway 2, and
- Pine Lake Road – South 14th Street to Nebraska Highway 2.

In addition, the EA also evaluated improving South 14th Street from Pine Lake Road to the southern city of Lincoln limits to two through lanes with a continuous, painted left turn lane.

Portion of Project Currently Being Advanced:

The portions of the project evaluated in the EA that have not been implemented include: South 56th Street from Old Cheney Road to Shadow Pines Drive, and Pine Lake Road from 61st Street to Nebraska Highway 2.

The current EA re-evaluation focuses on improvements to South 56th Street (Attachment 1, Figures 1 and 2). The scope of the project consists of the reconstruction of South 56th Street from Shadow Pines Drive to Old Cheney Road (0.64 miles) in the City of Lincoln, Nebraska. The existing pavement will be removed and replaced with full depth curbed concrete pavement from a point immediately north of Shadow Pines Drive north to the intersection of Old Cheney Road. The roadway section will consist of four through lanes, two in each direction, separated by a raised median, with left and right turning lanes at the major intersections. The intersections at London Road and Waltz Road/Place will have traffic signal warrants developed. Traffic signal warrants determine the need for a traffic signal and promote driver awareness to the traffic control devices. A traffic signal warrant is based on the analysis of traffic operations, engineering judgment, various measures of traffic volumes, and crashes to determine minimum conditions under which installing a traffic signal is justified. There are eight traffic signal warrants in the 2009 Manual of Uniform Traffic Control Devices, published by the Federal Highway Administration (FHWA). The manual warns that unwarranted signals have led to adverse affects on safety and efficiency of vehicular, pedestrian, and bicycle traffic. In November 2011, January 2012, and May 2013 traffic counts were completed for the project. These data were used for traffic signal warrants which were completed in May 2013.

Based upon the analysis of existing and future traffic volumes, traffic signals are not warranted at London Road or Waltz Road/Place. Warrant data is available upon request.

In addition to roadway improvements, the project includes sidewalk improvements for pedestrian access along South 56th Street. On the west side of South 56th Street, the proposed sidewalk will be constructed from Shadow Pines Drive to immediately north of the Beal Slough and will connect with existing sidewalks adjacent to the project at Shadow Pines Drive and London Road. Immediately north of the Beal Slough the sidewalk on the west side will connect with a minimum 10-foot wide trail which will be constructed from immediately north of the Beal Slough to Old Cheney Road where it will connect with the existing sidewalk/trail system. On the east side of South 56th Street the sidewalk will connect with the existing sidewalk system at Shadow Pines Drive and will continue north to Waltz Road where it will tie into the existing sidewalk on the north side of Waltz Road. These are logical termini because they connect the proposed bicycle/pedestrian facilities with existing facilities.

In addition, a bicycle/pedestrian grade-separation crossing (trail undercrossing) will be constructed at Beal Slough as part of the project for pedestrians and bicyclists to cross South 56th Street without any potential for conflict with vehicles. The new structure at Beal Slough is proposed as a concrete box culvert with three 14-foot by 14-foot barrels and one 14-foot by 10-foot barrel, and incorporates the trail undercrossing through the 14-foot by 10-foot barrel so that the trail elevation will be above the channel flow line as well as above the channel ordinary high water level (normal flow water surface elevation). The floor of the 14-foot by 10-foot barrel will be 4 feet higher than the other 3 barrels and will provide for a pedestrian undercrossing during normal stream flows and additional flow capacity during major storm events. Normal flows will be contained within the triple barrel box; no flow will be diverted due to the higher elevation in the 14-foot by 10-foot barrel. Additional excavation beyond the current channel limits will be required to construct the box culvert. This excavation will be within upland areas. Based upon e-mail correspondence with Phil Rezac of the US Army Corp of Engineers on June 20, 2013, there would not be a permitting issue with the proposed structures because stream flows would not be diverted, the channel would not be constricted by the triple barrel box culvert, the triple box would be wider than the existing channel, and the elevated 14-foot by 10-foot barrel would be in uplands (Attachment 2).

In accordance with standards established by the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (2012, 4th edition), to provide a grade necessary to comply with the American with Disabilities Act, the trail undercrossing extends approximately 240 feet east of South 56th Street and travels back west to adjoin the proposed sidewalk system. The termini for the bike/pedestrian trail undercrossing are the proposed sidewalks adjacent to South 56th Street. These are logical termini because they connect to the proposed bicycle/pedestrian facilities which will be constructed as part of this project. The trail will be a minimum 10-foot in width.

The project will include grading along South 56th Street including approach roadways and driveways. The roadway profile on the approaches to Beal Slough will be raised about four feet. Approximately 235 feet of the existing Beal Slough channel will be relocated further east to accommodate the widened roadway section and structure. The relocated channel would be shifted to the east paralleling the existing channel and be approximately 262 feet in length with a bottom width of 10 feet.

Stormwater facilities, including curb inlets, will be designed and constructed to maintain proper drainage. In addition to the paving work, signing and striping will be installed to facilitate traffic flow through the project area, and roadway lighting will be installed. Sanitary sewer reconstruction will be completed as necessary if conflicts exist with other project features. Existing portions of an existing water main will be reconstructed with the project. Electric, telephone, natural gas, and cable TV utilities will also be relocated to accommodate the new roadway section. Dewatering may be required to construct the utilities and box culvert.

This phase of the project is consistent with the EA approved on September 9, 1998. A Plan-in-Hand meeting was held on January 18, 2012. The Plan-in-Hand plans and meeting notes are available upon request. Reason for Reevaluation:

- Project is proceeding to the next major Federal approval
- Project Changes
- Three years has elapsed since NEPA approval

Document Type:

- Programmatic Categorical Exclusion (*PCE*)
- Categorical Exclusion (*CE*)
- FEA/FONSI
- FEIS/ROD

Date of NEPA
Approval:

September 9, 1998
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II. EVALUATION

Document Changes to Environmental Setting/Circumstances:

Except for the following, all of the improvements approved in the EA have been implemented: South 56th Street from Old Cheney Road to Shadow Pines Drive and Pine Lake Road from 61st Street to Nebraska Highway 2.

The current EA re-evaluation focuses on improvements to South 56th Street. Changes that have occurred in this area since the approval of the EA on September 9, 1998 are documented below. In addition, these changes are consistent with the 2040 Lincoln Metropolitan Planning Organization 2040 Long Range Plan adopted on December 1, 2011 and amended October 31, 2011.

Document Changes to Laws and Regulations:

Since the EA was approved on September 9, 1998, numerous laws and regulations have been modified or implemented that impact transportation projects. At the federal level the following transportation bills were enacted: the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - August 10, 2005 and Moving Ahead for Progress in the 21st Century (Map 21) - July 6, 2012. Executive Order 13112 (Invasive Species) was signed on February 3, 1999. Clean Water Act Section 404 Permits, Nationwide Permit Reissuance took effect on March 19, 2012. Executive Order 13274 (Environmental Stewardship and Transportation Infrastructure Project Reviews) was signed on September 18, 2002.

In January 2012, the Nebraska Biological Evaluation Process Programmatic Agreement (aka the "Matrix" PA) between the Nebraska Department of Roads (NDOR), Federal Highway Administration (FHWA), United States Fish & Wildlife Service (USFWS), and the Nebraska Game and Park Commission (NGPC) was executed (approved). The "Matrix" PA established a standardized tool for completing project specific biological evaluations and documentation for state and federally listed species for all federal-aid transportation projects in Nebraska.

In addition, on July 13, 2010, FHWA published the Revised Final Rule on 23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise" (Federal Register 39820). The final rule became effective on July 13, 2011. As a result, on July 13, 2011, NDOR implemented a Noise Analysis and Abatement Policy for their projects.

At the local level, the City of Lincoln, Department of Public Works developed a Design Criteria and Procedures Manual which was adopted by City Council on May 25, 2004. In addition, new flood standards were approved by the Lincoln City Council on May 10, 2004 and became effective on May 25, 2004. Flood Standards for the Existing Urban Area had minor updates on May 10, 2004 and January 9, 2006. These standards are found in City Code Title 26.

Document Design Changes and/or Revised Design Criteria:

Following the approval of the EA in 1998, the City of Lincoln adopted Ordinance 17381 to authorize the development of detailed plans and specifications for the project. On October 5, 2005, the City of Lincoln approved Ordinance 18621 which amended Ordinance 17381 based upon the Department of Public Works Design Criteria and Procedures Manual. The ordinances are described in the following table:

| Description | Ordinance 17381* | Ordinance 18621 |
|------------------------|---|---|
| Adopted | 1998 | 2005 |
| Summary | Authorized the development of detail design plans for the South Fringe Roadways EA. | Amended Ordinance 17381 to accommodate Department of Public Works Design Criteria and Procedures Manual. |
| Work Description | Four through lanes with dual left turn lanes and raised medians | Four through lanes with left turn and right turn lanes and raised medians. |
| Minimum Right-of-Way | 100 feet, expanding to 120 feet approximately 1,000 feet before arterials | 100 feet, expanding to 120 feet approximately 1,000 feet before arterials |
| Cross Section | 12 foot lanes, 20 foot median | 12 foot lanes, 16 to 28 foot median |
| Total out-to-out width | 72 feet with required right-of-way of 100 feet. | 68 to 80 feet |
| Turn Lanes | Two way left turn lanes, 120 feet right-of-way 1,000 feet before major arterial | Right-turn and left-turn lanes would have a minimum 130 foot right-of-way width for approximately 300 feet in advance of the intersection |
| Trail | 10 foot wide trail (referencing Figure 3 of the 1998 EA). | 10 foot wide trail from Beal Slough to Old Cheney |

*as it relates to the South 56th portion of the South Fringe Roadways EA.

Unless otherwise noted by Ordinance 18621, the project will meet current NDOR Standard Specifications as required in the State of Nebraska Board of Classification and Standards.

The environmental study area for the EA re-evaluation is approximately 3,407 feet in length plus 200 feet on either end. The width of the study area varied, but included the existing and needed temporary and permanent right-of-way area based on the Plan-In-Hand meeting and design standards. The study area also includes the identified detour route.

Document Changes in Impact Status:

- Socio-Economic
- Historic and Cultural Resources
- Section 4(f) and 6(f) Potential
- Threatened and Endangered Species
- Farmland
- Wetlands/Waters of the US/Waters of the State
- Floodplains
- Regulated Materials (*HazMat*)
- Air Quality
- Noise

- Water Quality
- Wild and Scenic Rivers/National Rivers Inventory
- Maintenance of Traffic During Construction
- Construction
- Aesthetics
- Other (Utilities; Construction - Borrow Areas and Staging; Public Involvement,)

For items checked above, assess impacts and new issues/concerns which may now exist.

Socio-Economic – During the planning and design process, careful consideration was given to minimize impacts to residents and businesses in the area. Access was discussed as part of the Plan-In-Hand meeting, as well as during the June 6, 2012 public meeting, and during one-on-one between homeowners and a business owner who requested an individual meeting with City and design staff (see “Other-Public Involvement” section below for a summary of these activities).

No businesses or residential relocations will occur as a result of the project. In addition the project will be phased so that access will be maintained at all times to homes and businesses. During construction, South 56th Street from Shadow Pines Drive to Old Cheney Road will be closed to thru traffic, however, access to homes and businesses will be maintained at all times through the use of phased construction or temporary surfacing, as needed, for residents and businesses that have driveway access within the project limits.

Executive Order 12898 (Federal actions to Address Environmental Justice in Minority Populations and Low Income Populations, issued February 11, 1994) requires federal agencies to identify and address disproportionately high and adverse health and environmental effects of their programs and policies on minority and low income populations. Definitions of these populations include:

- Low-income is defined as a household with income at or below the Department of Health and Human Services poverty guidelines.
- Minority is defined as a person who is Black, Hispanic, Asian American, American Indian, or Alaskan Native.

As part of the EA re-evaluation, data on EJ populations in the project area were gathered and analyzed at the census tract and census block group level using data from the 2010 US Census and the 2010 American Community Survey. The project is located adjacent to four block groups within three separate census tracts (37.04, 37.09, and 37.14). The census tract and block group data was compared to the City of Lincoln and Lancaster County. Census tracts or block groups with minority and/or low-income populations greater than the City of Lincoln are considered environmental justice communities. Low-income population data are not available at the block group level at this time (March 2012). Table 1 identified minority and low-income population percentages. Census data were also gathered for disadvantaged populations, including elderly which is defined as persons 65 years or older.

Table 1. Environmental Justice Population Statistics (2010).

| Description | Total Population | Minority Population | Low Income Population ¹ | Elderly Population |
|--------------------|------------------|---------------------|------------------------------------|--------------------|
| Lancaster County | 285,407 | 36,792 (12.9%) | 15.9% | 31,101 (10.9%) |
| City of Lincoln | 258,379 | 35,069 (13.6%) | 35,650 (14.9%) | 27,733 (10.7%) |
| Census Tract 37.04 | 5,254 | 561 (3.5%) | 273 (5.6%) | 331 (6.3%) |
| Block Group 3 | 1,065 | 173 (16.2%) | NA | 40 (3.8%) |
| Census Tract 37.09 | 5,008 | 303 (1.5%) | 252 (5.1%) | 352 (7.0%) |
| Block Group 2 | 1,133 | 88 (7.7%) | NA | 97 (8.6%) |
| Block Group 4 | 1,090 | 49 (4.5%) | NA | 52 (4.8%) |
| Census Tract 37.14 | 2,147 | 92 (4.3%) | 0 (0%) | 182 (8.5%) |
| Block Group 1 | 2,147 | 92 (4.3%) | 0 (0%) | 138 (6.4%) |

Source: US Census Bureau, 2010 and 2010 American Community Survey

1. Based on the population for whom poverty status is determined.

Within the project area, census tract block group 37.04 – Block Group 3 had a minority percentage (predominantly African-American) higher than that of the City of Lincoln. All other block groups had a lower minority population percentage than that of the city (Table 1). All of the census tracts adjacent to the project have a low-income population percentage less than the city average. None of the census tracts or block groups had a higher elderly population than the City of Lincoln in 2010.

Given the above information, and based upon the fact that no displacements occur as a result of the project, and access to/from South 56th Street will be maintained through construction phasing, the project is not expected to result in disproportionately high or adverse effects to environmental justice communities. On December 17, 2012, NDOR Civil Rights reviewed and approved this analysis and conclusions (Attachment 2).

Historic and Cultural Resources – As part of the EA approval, the Nebraska State Historic Preservation Officer (SHPO) determined that the project would not result in impacts to historic or cultural resources on May 11, 1998. As part of the EA re-evaluation, on July 2, 2012, the FHWA determined that “there are no ‘historic properties’ within the APE of this undertaking, and accordingly, recommends a finding of “no historic properties affected.” The SHPO concurred with this determination on July 19, 2012 (Attachment 3). If any buried archaeological site is exposed during construction, work will be stopped and the City of Lincoln will coordinate with FHWA and SHPO.

Section 4(f) and 6(f) Potential – A Section 4(f) Evaluation for the London Road and South 56th Street Park was prepared as part of the EA approved on September 9, 1998. The London Road and South 56th Street Park consists of 13.6 acres of undeveloped land with access off South 56th Street (Attachment 1, Figure 3). The property is bordered by industrial development on the north, railroad right-of-way to the east, South 56th Street to the west, and residential land to the south. Beal Slough passes through the area and much of the area is classified as floodplain. The area currently has no recreational amenities and has no public access (Attachment 4). The property is currently being used by the City of Lincoln for material storage/transfer and a snow dump (Attachment 4). As a result, the general public is not allowed to access any portion of the site.

The proposed project will involve construction grading adjacent to South 56th Street. Both temporary construction and permanent drainage easements will be required from the London Road and 56th Street Park. The area required for the project is approximately 0.144 acres of right-of-way acquisition, 1.85 acres of temporary easements and 0.87 acres for permanent easement. The entrance to the park from South 56th Street will be modified with an improved approach and grading. The Beal Slough channel and drainage structure will be modified.

Based upon coordination with the City of Lincoln Parks and Recreation Department, the Official with Jurisdiction for the resource, the London Road and South 56th Street Park is an exception to the

requirements of Section 4(f) as identified in 23 CFR 774.11(c) based on the fact that the proposed project does not impact park facilities (Attachment 5). FHWA approved the exception on January 14, 2013 pending concurrence from the City of Lincoln Parks and Recreation Department that they have no future plans to use the property for recreation. In an e-mail on January 23, 2013, the City of Lincoln Parks and Recreation Department concurred that the park area along the north side of Beal Slough and east of South 56th Street is designated as a conservation area, and, as such, will be managed in native vegetation and not as a wildlife area (Attachment 5). In a subsequent e-mail on July 17, 2013, the Parks and Recreation Department further concluded that the area "...is not intended to be a wildlife refuge. A multi-use trail will be constructed through the subject property in the future. The trail will be part of Lincoln's trail system and will have public access." See Attachment 5. It should be noted that this future multi-use trail is not currently (2013) funded or programmed, and the South 56th Street project will not preclude its development.

In addition, on August 27, 2012, the Parks and Recreation Department verified that the London Road and South 56th Street Park has not received funds from the Land and Water Conservation Fund (Attachment 5).

Threatened and Endangered Species – When the EA was approved on September 9, 1998, the US Fish & Wildlife Service (USFWS) determined that no endangered or threatened species were affected by the proposed project. Also, the Nebraska Game and Parks Commission (NGPC) were contacted regarding the proposed construction activity and had no comments. As part of the EA re-evaluation, potential impacts to threatened and endangered species were coordinated in accordance with current (2012) NDOR policy.

Currently, Lancaster County occurs within the range of four listed species: Salt Creek Tiger Beetle, Saltwort, Western Prairie Fringed Orchid and the Whooping Crane. Based upon a habitat assessment on February 21, 2012 conducted by Parsons Brinckerhoff, Inc., the project area contains a mixture of transportation right-of-way, second growth wooded areas, residential development, and old-field habitats. A wooded tree line occurs adjacent to the Beal Slough. No potential habitat for any of the above list was identified.

On April 25, 2012, NDOR determined that the project will have "no effect" to all state and federally listed species or their designated critical habitat based on the following conservation conditions (the party responsible for implementation is noted for each condition):

- A-1 Changes in Project Scope. If there is a change in the project scope, the project limits, or environmental commitments, the NDOR Environmental Section must be contacted to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration. (District Construction, Contractor).
- A-2 Conservation Conditions. Conservation conditions are to be fully implemented within the project boundaries as shown on the plans. (District Construction, Contractor).
- A-3 Early Construction Starts. Request for early construction starts must be coordinated by the Project Construction Engineer with NDOR Environmental for approval of early start to ensure avoidance of listed species sensitive lifecycle timeframes. Work in these timeframes will require approval from the Federal Highway Administration and could require consultation with the USFWS and NGPC. (District Construction, Contractor).
- A-4 E&T Species. If federal or state listed species are observed during construction, contact NDOR Environmental. Contact NDOR Environmental for a reference of federal and state listed species. (NDOR Environmental, District Construction, Contractor).
- A-5 Refueling. Refueling will be conducted outside of those sensitive areas identified on the plans, in the contract, and/or marked in the field. (Contractor).
- A-6 Restricted Activities. The following project activities shall, to the extent possible, be restricted to between the beginning and ending points (stationing, reference posts,

mile markers, and/or section-township-range references) of the project, within the right-of-way designated on the project plans: borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites. Any project related activities that occur outside of these areas must be environmentally cleared/permitted with the Nebraska Game and Parks Commission as well as any other appropriate agencies by the contractor and those clearances/permits submitted to the District Construction Project Manager prior to the start of the above listed project activities. The contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan-sheet or drawing showing the location and dimensions of the activity site, a minimum of 4 different ground photos showing the existing conditions at the proposed activity site, depth to ground water and depth of pit, and the "Platte River depletion status" of the site. The District Construction Project Manager will notify NDOR Environmental which will coordinate with FHWA for acceptance if needed. The contractor must receive notice of acceptance from NDOR, prior to starting the above listed project activities. These project activities cannot adversely affect state and/or federally listed species or designated critical habitat. (NDOR Environmental, District Construction, Contractor).

- A-7 Waste/Debris. Construction waste/debris will be disposed of in areas or a manner which will not adversely affect state and/or federally listed species and/or designated critical habitat. (Contractor).

The NDOR coordination memorandum is included in Attachment 6.

Wetlands/Waters of the US/Waters of the State – On October 31, 2011, an on-site routine wetland determination identified 0.92 acres of wetland within the project area. At this time, it is estimated that 0.15 acres of wetlands will be impacted by construction and anticipated that less than 300 feet of channel will be impacted by the project. The complete wetland determination report is available upon request. On March 09, 2012, a meeting was held on site with NDOR and the US Army Corps of Engineers (USACE) to discuss the project impacts prior to submitting the 404 Permit Application. It is anticipated that a general nationwide permit would be applied for and that any impacts to wetlands will be mitigated through the use of Lincoln's wetland bank, instead of on-site due to right-of-way constraints.

In addition, the project crosses the Beal Slough (Attachment 1, Figure 2). The existing 43 foot Tee Beam structure at Beal Slough will be replaced with a triple 14 foot by 14 foot by 151 foot and a single 14 foot by 10 foot by 151 foot concrete box culvert. The floor of the single barrel will be 4 feet higher than the other 3 barrels and will provide for a pedestrian undercrossing during normal stream flows and additional flow capacity during major storm events. Normal flows will be contained within the triple box; no flow will be diverted due to the higher elevation in the single barrel. Additional excavation beyond the current channel limits will be required to construct the box culvert. This excavation will be within upland areas. Based upon e-mail correspondence with Phil Rezac of the US Army Corp of Engineers on June 20, 2013, there would not be an issue with the proposed structures because stream flows would not be diverted, the channel would not be constricted by the triple barrel box culvert, the triple box would be wider than the existing channel, and the elevated single barrel box would be in uplands (Attachment 2).

As a result of the above mentioned impacts, the project will need a Section 404/401 permit to comply with the Clean Water Act. The project will not be let for construction until all federal, state, and local permits have been obtained. In addition, any permit conditions will be followed during construction, and wetlands not permitted for impacts will be marked on the design plans.

Floodplains - A portion of the 100-Year Floodplain of the Beal Slough occurs within the project area (Attachment 1, Figure 4). As noted in the EA approved in September 9, 1998, "the proposed project will not be expected to create a significant encroachment upon the floodplain, will not cause

probable future property damage that can be substantial in cost or extent, and will not cause adverse impacts on natural and beneficial floodplain values.”

Nebraska floodplain regulations require any project that crosses a mapped, regulated Floodplain (100 year base floodplain) to obtain a floodplain permit. The City of Lincoln will acquire the proper floodplain permits, and will certify that the construction activities would be in compliance with the State of Nebraska floodplain regulations.

Regulated Materials (HazMat) – As part of the EA approved on September 9, 1998, site investigations were conducted at the properties affected by the project. As part of the EA re-evaluation, a Hazardous Materials Review (HMR) Memorandum was developed and included the following steps:

- On December 20, 2012, the Nebraska Department of Environmental Quality (NDEQ) website was consulted for the following program lists and locations within 0.1 miles of the project area: Clean Air Act, Brownfields, Integrated Waste Management, Leaking Storage Tanks (LST), Livestock Waste Control, Onsite Wastewater Treatment, NPDES Permits and Compliance, Petroleum Release Remediation, Release Assessment, Resource Conservation and Recovery, Superfund, SARA Title III, and Underground Injection Control.
- Project area reconnaissance to verify the location of sites.
- Documentation of the physical location and type of land use of potential contamination sites identified in the environmental database search.
- Discussion with NDEQ personnel regarding LST sites near the project area on January 30, 2013.

The NDOR approval of the HMR is found in Attachment 7. Eight sites were identified from the NDEQ database. Based upon data from the NDEQ, three sites were identified from the LST program and located in the vicinity of South 56th Street and Old Cheney Road near the project tie-in point (Attachment 7). NDEQ was contacted about these sites, and project related excavation north of Waltz Place was reviewed. Based upon personal communication with NDEQ (Jeff Edwards) on January 31, 2013, the sites are old and there are no active records of concern. In addition, it should also be noted that based upon the February 20, 2012 field visit, no stressed vegetation was observed within the study area.

Based upon the analysis completed, no hazardous material or petroleum sites were determined to have a significant potential for contamination for the South 56th Street Project. NDOR concurred with this finding by approving the HMR on February 27, 2013.

If contaminated soils and/or water or hazardous materials are encountered, then all work within the immediate area of the discovered hazardous material will stop until NDOR/FHWA is notified and a plan to dispose of the Hazardous Materials has been developed. Then NDEQ will be consulted and a remediation plan will be developed for this project. The potential exists to have contaminants present resulting from minor spillage during fueling and service associated with construction equipment. Should contamination be found on the project during construction, the NDEQ will be contacted for consultation and appropriate actions to be taken. The Contractor is required by NDOR's Standard Specification section 107 (legal relations and responsibilities to the public) to handle and dispose of contaminated material in accordance with applicable laws.

No burning or dumping will occur within any drainage ways.

Noise – As part of the EA re-evaluation process, noise impacts were assessed based upon NDOR's July 13, 2011 Policies and Procedures (Attachment 8). The complete Noise Technical Memorandum is available upon request. The noise analysis found that:

- With the design year 2035 condition, noise is predicted to approach or exceed the NAC at several first row noise-sensitive receptors.

- The predicted traffic noise level for the design year does not substantially exceed measured existing noise levels.
- Noise barrier evaluation identified one location for feasible and reasonable noise barriers in front of impacted residences at the northeast corner of South 56th Street and Shadow Pines Drive.
- Noise abatement measures were determined feasible but not cost reasonable for isolated single-family residences adjacent to South 56th Street.

As indicated above, one location was identified for a potential noise barrier (Attachment 1, Figure 4). The preferred noise barrier was presented by the City of Lincoln to the public for review on October 11, 2012. In accordance with NDOR's Noise Policy and Procedures, information packets were either mailed (certified) or hand delivered to eight properties (townhomes) benefited by the noise barrier, and public notice of the information meeting was placed in the Lincoln Journal Star and the City of Lincoln's website several weeks prior to the October 11, 2012 public presentation (Attachment 9). Owners/renters benefited by the noise barrier was determined using information on the County Assessor's web site, Google search, and by making direct contact with individuals in the townhomes. Based on this data, it was determined that all eight units were occupied, two owners live in their respective unit, two units are rented out by their individual owners, and the remaining four units are rented out by one common owner. By October 26, 2012, the initial deadline to return noise barrier ballots, nine had been returned. A second letter and ballot were sent by certified mail to the five residents who had not responded to the original ballot. Based on this second request, one additional ballot was returned.

The information packets included surveys that requested property owners to express their desire for or against the proposed noise barrier. All ten of the returned responses were in favor of the noise barrier. Based on the results of the survey, owners/residents of impacted residences adjacent to the proposed noise barrier expressed their majority opinion with more than 75 percent (minimum required by NDOR) in favor of the noise barrier. As a result, the proposed noise barrier will be carried forward into design and construction for the project. The barrier will be approximately 8-feet tall and 507 feet long and placed adjacent to the impacted receptors along the north side of Shadow Pines Drive and along South 56th Street, within the roadway right-of-way. On March 12, 2013, letters from the City of Lincoln were mailed to the owners/renters of the eight townhomes notifying them of the results of the noise barrier voting (Available upon request).

Maintenance of Traffic During Construction – During construction, South 56th Street from Shadow Pines Drive to Old Cheney Road will be closed. Access, however, will be maintained at all times through the use of phased construction or temporary surfacing as needed for residents and businesses that have driveway access within the project limits. In accordance with City sign zoning requirements, a permit process will be used to work with individual business owners to place temporary individual business signs to direct patrons to the business during construction. In addition, the project will include bid items for temporary traffic control signs stating 56th Street is open to local traffic and local businesses.

Access during phased construction will follow the general principle of allowing 2-lane, 2-way local traffic both north and south of Beal Slough. The roadway will be closed to all traffic at Beal Slough. To address the closure of South 56th Street when the area around Beal Slough is closed, two detour routes were analyzed for the project: 40th Street on the west and 70th Street on the east for the north/south movements. The selected detour for the project will be 40th Street on the west, Pine Lake Road on the south, and Old Cheney Road/ Nebraska Highway 2 on the north (Attachment 1, Figure 6). Only the 40th Street route will be signed as a detour route because it is the shortest and most direct route for the travelling public. The detour length is approximately three miles. The route is on facilities similar to South 56th Street, meaning that they were designed and built to handle increased traffic levels. Currently the detour route roads are not operating at capacity and thus can handle the increases traffic volumes during the project. Major intersections along the detour route are signalized which will allow for timing adjustments and more efficient traffic flow. As a result, at this time, no additional improvements are planned or needed for the proposed detour route.

Service providers (mail delivery, trash removal, etc.) will also have access to each residence and business during project construction. Temporary mailbox locations further from the edge of roadway may be required. Emergency services and the general public will be notified prior to construction by the City of Lincoln.

The south section of this project consists of seven residential properties on the east side with access only from 56th Street. To the west is one business center with access only from South 56th Street. London Road and Cumberland Drive also intersect South 56th Street on the west side and both provide alternate access for residences along them. Any construction on London or Cumberland will be completed in stages to allow continual access to residences adjacent to the construction.

For the homes on the east and the business park on the west, primary access will be from the south along existing South 56th Street and temporary surfacing adjacent to South 56th Street. Following completion of the new southbound lanes, access for these properties will remain from the south but will utilize the new lanes. Access will remain as described until the new northbound lanes are completed which will allow traffic to be split and placed on both northbound and southbound lanes.

North of Beal Slough, access to businesses is required from Waltz Road as it is the only connection to South 56th Street. There are no other streets leading to the businesses. The only other access to South 56th Street north of Beal Slough leads to City property and therefore access between Waltz and Beal Slough will be limited to City personnel and construction vehicles.

Access to Waltz will again follow the concept of building one directional set of lanes while 2-lane, 2-way local traffic is maintained on existing South 56th Street and adjacent temporary surfacing. Following the proposed phasing scheme, once the north lanes are completed, traffic will be placed on them while the southbound lanes are constructed. Access will remain as described until the new southbound lanes are completed which will allow traffic to be split and placed on both northbound and southbound lanes.

The City of Lincoln does allow for advertising signs on City property to help direct customers during construction. Construction of a project like this will have an impact on area properties and on the travelling public. It is expected that access will not always be as convenient as it is without construction activities. The City has reviewed the options and has taken measures to minimize impacts to these properties as well as for commuters on South 56th Street.

Construction – Throughout the planning and design process, construction and access impacts to residents and businesses were considered and focused on Avoidance, minimization, and/or mitigation if required. To completely avoid impacts along this section of South 56th Street, construction of the proposed typical section at a new location is not practical. The option does not address the needs and a new location will only shift the impacts to other residents/businesses while also moving desired traffic away from existing businesses.

In order to minimize impacts and provide for access to residents and businesses, a construction phasing plan was developed (see Maintenance of Traffic section, above). Access will be provided by limiting construction to one direction of travel at a time (northbound or southbound). Traffic will be maintained in one lane each direction, as it is currently. Temporary surfacing will be used as needed to allow for 2-lane, 2-way traffic as each set of directional lanes is built.

A conflict with traffic exists at Beal Slough as the new structure is being constructed. In order to maintain 2 lanes of traffic across Beal Slough, the project team evaluated a proposed option using the existing bridge while constructing a large enough section of the proposed box culvert so that when traffic is shifted to newly constructed lanes, South 56th Street could continue to carry 2 lanes of traffic across Beal Slough. Completion of the remaining part of the box culvert would then follow. Design considerations included:

- The proposed centerline of roadway is approximately the same location as existing at Beal Slough. Just under half of the existing bridge would need to be removed to allow for construction of one set of new lanes. Additional time and cost will result from this method of bridge removal.
- An approximately 3 foot rise in the proposed roadway elevation across Beal Slough. Temporary shoring would be required to separate traffic from additional grading limits resulting in additional costs.
- Construction of a temporary structure over Beal Slough to carry traffic will add considerable cost, construction time, and impacts to the channel, requiring additional permit restrictions.
- Any significant alignment shift to improve conditions for the above issues would result in additional impacts to adjacent privately owned properties and possibly to the Beal Slough channel, and higher project costs.
- Due to the above items, the decision was made to completely close South 56th Street at Beal Slough and allow for an expedited construction schedule. This does mean that through traffic cannot be allowed as work continues within the Beal Slough area. This also means considerably less traffic for our contractor to work around which does provide for a safer work zone.

A new storm sewer system will also be built with this project. Due to conflicts with other existing utilities, most of the proposed trunk line will follow project centerline. Without through traffic to manage, construction of this trunk line can be completed with significantly less temporary surfacing, thus reducing construction costs.

Another issue considered was overall time to construct. There is a strong sense of urgency to get this project built from the public. A preferred, late summer letting schedule will allow for winter work to build the structure at Beal Slough, for placement of high fill and surcharge material in a portion of the existing channel near the structure to address settlement issues, and for some utility work. Completing this work through the first winter will in turn allow the contractor to complete other work required to open the roadway up to traffic following one full construction season. Attempting to build this project under through traffic will push construction well into a second season, require a work zone throughout a second winter, and will significantly lengthen the amount of time residents and businesses are required to deal with construction related delays.

After considering all the above issues with their added costs and environmental impacts, the decision was made to close the roadway to through traffic, utilize the surrounding arterial streets to reroute through traffic, and phase the construction in order to continually allow access to residents and businesses.

Other – (Utilities). In accordance with NDOR’s Standard Specifications for Highway Construction, Subsections 105.06 and 107.16, the City of Lincoln will coordinate with all affected utility companies and NDOR prior to the start of construction. Based upon the Plan-In-Hand plans, the following utilities have facilities within the area: Black Hills Energy, LES, Lincoln Water System, OPPD Railroad, Time Warner Cable, Unite, Wastewater Operations, and Windstream Communications. During the a Plan-In-Hand meeting on January 18, 2012, representatives of Time Warner Cable, LES, Windstream, Black Hills Energy, OPPD, and Unite attended. Utility coordination will continue throughout design and, as needed, during construction. Any permits needed for utility adjustments shall be acquired by the utility companies.

Any utility adjustments or interruption of service for the convenience of the contractor shall be the sole responsibility of the contractor. At least 24 hours advance notice will be given before planned utility disruptions. It should also be noted that LES intends to bury the new power lines within this section of South 56th Street.

Other – (Construction: Borrow Areas and Staging). Any material needed will be provided by the contractor. The contractor shall try to obtain borrow from an upland site to prevent depletion issues. If the borrow site is within a depletion area of concern, the contractor shall coordinate with the appropriate agencies and NDOR to offset or minimize impacts. The contractor shall obtain all

environmental clearances and permits required for the borrow site prior to obtaining borrow material for the project.

The Contractor will have a staging area for the project where material and equipment for the project is stored (e.g. re-steel, forms, etc.). The Contractor will be required to dispose of material removed as part of the project described above and miscellaneous obstructions encountered and removed along the project. The disposal is the responsibility of the Contractor. A waste site may be needed. The Contractor will be responsible to obtain all permits and clearances and all conditions of those permits will be followed.

In addition, it should be noted that areas used for temporary construction easements will be shaped and seeded or sodded when construction is complete.

Other – (Public Involvement). A public meeting was held from 5:00 p.m. to 6:30 p.m. on Wednesday, June 6, 2012 to present information on the project. The meeting was held in the multi-purpose room at Humann Elementary School, 6720 Rockwood Lane. Methods of advertising this public meeting included the mailing of 520 post card notices to nearby residences and businesses (Attachment 9). In addition, information posted on the City’s website, and through the use of dynamic message signs. An article about the meeting was also published in the Lincoln Journal Star newspaper on June 5, 2012. In addition, home owners immediately adjacent to South 56th Street and the business owners located just south and west of the intersection of South 56th Street and Old Cheney Road were notified by a mailed letter. This letter gave notice of the public meeting and also offered an opportunity to meet one-on-one with City and design staff. This individual offer was made due to expected right-of-way impacts and/or planned modifications to existing access to the properties. Individual letters were mailed to ten homeowners and four accepted the invitation to meet one-on-one, as did one business owner. Attachment 9 contains the meeting notices, the mailing list, and notes from the individual meetings. Based on these individual meetings, numerous environmental commitments (some site specific) were identified as listed in the table below.

| Address | Primary Topic of Discussion | Response(s) |
|------------------------------------|---|--|
| 6410 South 56 th Street | <p>Concerned about the proximity of the new right-of-way, edge of the sidewalk and the back of curb in relation to his garage and driveway.</p> <p>Also concerned about a Pin Oak just outside of the temporary easement.</p> | <p>The design follows City requirements of only one access per property along an arterial street. There is general agreement that current design meets city policy with the intention of minimizing impacts but that damages will occur and will be addressed during ROW acquisition.</p> <p>A “do not disturb” note will be added to the project plans to show the location of a Pin Oak just outside of the temporary easement. The note will also say that trimming of some branches that overhang the easement may be necessary to allow the movement of construction equipment.</p> |
| 5521 London Road | <p>Minimize tree disturbance during construction.</p> <p>Concerned about temporary shoring to reduce excavation required near their property.</p> <p>Desired to see fencing above the retaining wall for screening.</p> | <p>The tree survey was completed on June 18, 2012 and incorporated into the design plans.</p> <p>A vibratory hammer rather than a pile driver can be specified to reduce vibrations. Without the temporary shoring, the wall excavation limits will extend to very near the garage, so shoring will be used as a method to reduce impacts to the property.</p> <p>The design includes a wooden privacy fence (6 foot high) just behind the top of the retaining wall.</p> |

| Address | Primary Topic of Discussion | Response(s) |
|------------------------------------|--|---|
| 5500 Cumberland Drive | <p>Tree and driveway impacts as a result of construction.</p> <p>Prefers a privacy fence on top of the retaining wall.</p> <p>Concerned about the maintenance issues between the back of curb and sidewalk and between the sidewalk and the retaining wall.</p> | <p>The drive location was adjusted as requested by the owner to avoid the trees. New plan sheets were hand delivered late in the month of June 2012. No additional comments have been received from the property owner.</p> <p>The design includes a 6 foot privacy fence at the back of the wall.</p> <p>City policy is for the adjacent owners to maintain the grass areas behind the curbs and handle snow removal from walks. Currently, the owner should be mowing the area along the street and this wouldn't change other than being flatter and a little smaller area.</p> |
| 5901 South 56 th Street | <p>Raised medians would increase traffic on through residential areas.</p> <p>Concerned about the impacts to their driveway as a result of the project.</p> <p>The proximity of the road and bike path provides potential for people to climb the fence.</p> <p>The proposed project should be moved further east.</p> <p>Customer access during construction.</p> | <p>Breaks in the raised median have been provided at all intersections with the exception of Cumberland Drive which has a very low number of residential properties and therefore minor impact to surrounding streets. There are 6 homes along South 56th Street that will have right in-right out only access to South 56th once the raised median is built. This may lead to a very minor impact to local streets. U-turns will be allowed at all intersections along this stretch of South 56th Street which will help alleviate increases to residential street traffic.</p> <p>A subsequent meeting with the property owner, they agreed to move the proposed driveway to the north and line it up with the south edge of the parking lot. This change was incorporated into the project design.</p> <p>Standard right-of-way fencing will be utilized in accordance with City policy.</p> <p>Design centerline thru most of this project follows existing centerline. In the area along the golf center, the design centerline has been shifted 4 to 5 feet east of existing in order to avoid and minimize impacts to the business. Approximately 250 feet north of their existing entrance, the project needs to tie back into the existing roadway. The alignment was shifted as far east as possible and additional land is not available in this urbanized area. A 10 foot trail will replace the 4 foot sidewalk past their property. Typically, the design of the trail is 5 foot from back of curb. Along the golf course, this was pulled this in to 2 feet. This allows us to keep our construction limits out of their fence and property. We have considered building the trail to the west of the golf center, along Beal Slough, but they are very much against this location. To the extent possible, the design has minimized within the limited space we have to work with.</p> <p>Local access to the business will be maintained, and may include temporary access to the property from north of the existing drive. Any temporary access will avoid disturbing parking spaces.</p> |

During the June 6th public meeting, a total of 112 people signed in. The meeting was an open house format without a formal presentation. City staff and members of the project team were available to discuss the project and answer questions from the public.

A total of 35 comment forms were submitted from the public. The sheets were either turned in at the meeting or submitted later (Attachment 9). It should be noted that some respondents may have had more than one comment on the project. The majority of comments were made in reference to a new traffic signal at various locations on South 56th Street and on the timing of the project. Traffic signals were suggested at South 56th Street and Waltz Place and at South 56th Street and Shadow Pines Drive. Multiple comments noted that the project should begin before 2014. Comments were also submitted referring to additional improvement suggestions, access to businesses during construction, concerns with traffic, poor existing pavement conditions, and other project components. The public comments and corresponding responses are listed below.

Attachment 9 contains the disposition of responses to public comments.

| Comment Number | Comment (verbatim from the comment forms, unless otherwise noted) | Response |
|----------------|---|--|
| (1) | South 56 th is very important roadway particularly given the general lack of connectivity in the area. Therefore, time is of the essence for this project. The sooner, the better! | Comment noted. |
| (2) | <p>Is there a landscaping plan to replace trees and buffer the impacts to adjacent projects?</p> <p>Is there a public comment period for the updated environmental assessment?</p> <p>Get this built! 14 years is long enough to wait.</p> <p>Are there incentives for expedited construction?</p> | <p>The project does not include landscaping at this time. Impacts to trees and landscaping were minimized through the design process.</p> <p>The re-evaluation document will be subject to a 30 day public review period once FHWA/NDOR determines it is acceptable. A notice will be put on the city's website, and fliers will be sent to individuals that attended the public meeting or an individual meeting. The notice will provide the website location of the re-evaluation. Individuals will also be given a phone number where they could call to request a hard copy of the document</p> <p>Comment noted.</p> <p>Incentives for early completion are not being considered at this time.</p> |
| (3) | Our business' chief concern is the delay in placing an "actuated" traffic light at the 56 th and Waltz Place intersection. I know the traffic count, at this time, is just slightly below guidelines, but I would hate to see a young parent leaving their daycare center be involved in a preventable accident. Secondly, the inability for all the employees to leave work and try to enter 56 th Street north. | In November 2011, January 2012, and May 2013, traffic counts were completed at the Waltz Road intersection. These data were used for traffic signal warrants which were completed in May 2013. Based upon the analysis, traffic signals are not warranted at this location based upon the existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made as needed. If vehicles find it difficult to turn northbound onto 56 th Street from businesses on the west, they would have the option of turning right (southbound) and making a u-turn on London Road. Also, the dynamics of the traffic will change after construction. With the addition of two more through lanes, the gaps between platoons of through vehicles may be greater after construction. |
| (4) | Traffic count now vs. projected traffic count once project is finished. Ample warning is project is moved to 2013. | Comment noted. |

| Comment Number | Comment (verbatim from the comment forms, unless otherwise noted) | Response |
|----------------|---|---|
| (5) | <p>Tom Dingwell (6410) and I share a third driveway that allows him access to his large garage behind his home for his race car and trailer and I will not be able to access my garage to take my boat in and out of my garage. I presently pull my boat and trailer in the driveway to my south (shared drive) and drive across the front yard and pull out into 56th Street using my driveway in front of my garage. If I wait until traffic clears in both directions, I then can pull out and back into my garage. I do not see any other way to use my boat or get access to the back of my property to load my truck camper which is stored at the back of my lot. This is the simplest and probably the cheapest solution.</p> | <p>The design follows City requirements of only one access per property along an arterial street. There is general agreement that current design meets city policy with the intention of minimizing impacts but damages that occur will be addressed during right-of-way acquisition.</p> |
| (6) | <p>Sidewalk extended from Waltz Road to Old Cheney on east side. Leaving it unfinished prohibits access from S. 56th to Lincoln Trade Center without crossing dangerous intersection at Old Cheney and 56th Street</p> <p>There needs to be access road from London Road to Apples Way. Only one way in/out of Lincoln Trade Center. Congested area.</p> <p>Can we get improvements on existing 56th Street since project start date is all of 2014? We travel this road constantly and it is difficult on cars, tires, and dangerous when oncoming cars are swerving to avoid potholes.</p> <p>Will power lines be buried?</p> <p>What can we do to speed up this project? It is long overdue and with amount of traffic becoming more dangerous by the day.</p> <p>Please no traffic lights on London Rd or Waltz Road. Not needed for amount of traffic to those homes and business. The widening and turn lanes will improve their traffic concerns.</p> | <p>The project includes sidewalk improvements for pedestrian and bike access along South 56th Street. On the west side of South 56th Street, the sidewalk would tie into an existing system (along South 56th Street south of Shadow Pines Drive) and continue north until it ties into the existing sidewalk system at Old Cheney Road. On the east side, the sidewalk would tie into the existing sidewalk at Shadow Pines Drive and continue to Waltz Road. There it would tie into the existing sidewalk on the north side of Waltz Road. These are logical termini because they connect existing bicycle/pedestrian facilities.</p> <p>Although a sidewalk from Waltz Road to Old Cheney on the east side is not proposed with the project, the area behind the back of curb will be graded to accommodate a future sidewalk through a separate contract with the cost assessed to the property through an assessment district. Pedestrian and trail users will be able to cross 56th Street at a grade separated trail crossing at Beal Slough.</p> <p>The City has studied a connecting street through London Road Park from London Road at 56th Street, east to the Trade Center. While it is possible to build this Street, it is not part of the current project.</p> <p>At this time, there are no plans to make major improvements to 56th Street such as milling and overlaying which would only be in place for approximately two years of service. However, the City will continue to perform minor maintenance on 56th Street as needed, such as pothole repairs.</p> <p>LES intends to bury the new power lines within this section of South 56th Street.</p> <p>In order to maintain the Federal funding and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. The schedule to completed the process dictates a bid letting in the summer of 2014 with construction completed in 2015</p> <p>Traffic signal warrants are not met at this time. Once construction is completed, both intersections will be monitored and modifications will be made, as needed.</p> |

| Comment Number | Comment (verbatim from the comment forms, unless otherwise noted) | Response |
|----------------|--|---|
| (7) | Regarding property County Plaza South (6355 S. 56 th ; 6345 S. 56 th). I am the property owner. Access in and out during construction is critical for our clients. | Access will be maintained during construction. |
| (8) | I own Fanchons Nails and we all would like a traffic signal at Waltz Places. It doesn't sound like it is going to happen due to the warrants. Maybe some fatalities might wake some people up. | In November 2011 and January 2012, traffic counts were completed at the Waltz Road intersection. These data were used for traffic signal warrants which were completed in May 2012. Based upon the analysis, traffic signals are not warranted at this location based upon the existing or future traffic volumes. |
| (9) | <p>I'm concerned about the existing pavement, especially between London and Shadow Pines. It's in terrible condition, with vehicles swerving to straddle the deep ruts and thermal cracks. These vehicles often cross left-of center with oncoming traffic present. From discussing with maintenance staff for this area, there are no plans for them to perform any work on this section of 56th Street. I can't imagine the condition of the pavement 2 ½ year from with no maintenance work.</p> <p>Other concern is the future plans for a traffic signal at Shadow Pines. Westbound traffic on Shadow Pines is not a through-street and are forced to take immediate left. Madelyn feeds the neighborhood as a more major street. Why can't it be possible to develop the land east of 56th with an intersection across from Madelyn and move traffic light there. It's possible to time with light at Pine Lakes; there are similar neighborhood traffic signals close to major arterial intersections in Lincoln.</p> <p>Side note: Left-turn traffic at 56th on Hwy 2 becomes dangerous during higher volume traffic periods. Turn bay not large enough for the capacity.</p> | <p>At this time, there are no plans to make major improvements to South 56th Street such as milling and overlaying which would only be in place for approximately two years of service. However, the City will continue to perform minor maintenance on South 56th Street as needed, such as pothole repairs.</p> <p>At this time, there are no plans to provide a traffic light at this location. As with all streets within its jurisdiction, the City of Lincoln will monitor traffic conditions, and determine when and where future improvements are needed.</p> <p>Comment noted.</p> |
| (10) | A traffic light at Shadow Pines Drive would be advisable. It is difficult to turn south from Shadow Pines Drive due to the amount of traffic on 56 th . Traffic will only increase with the building in south Lincoln. An activated traffic signal could be installed. | Warrants for a traffic signal have been studied. The intersection does not meet warrants for a signal at this time. The City will continue to monitor this intersection after the project is constructed to determine if a signal is warranted in the future. |
| (11) | <p>The widening and improvements proposed in my opinion are very needed and seem very well thought out and logical. It should be a great improvement when done.</p> <p>My biggest concern is the length of time that 56th St will be closed. I was told it would be closed for a year. That has a very negative impact to businesses in the area. Detours are quite a distance away.</p> | <p>Comment noted.</p> <p>Access will be maintained during construction.</p> |
| (12) | Let's get started!! Too long overdue. Roads all around have been improved. This section is now a horrible bottleneck. | Comment noted. |
| (13) | What about the piece of road between Union Hill and Yankee Hill on 56 th ? It is a mostly hodgepodge of entrances and broken pavement. Will this be scheduled sooner than later. | South 56 th Street reconstruction between Pine Lake Road and Yankee Hill Road is not in the City's 6-Year Capital Improvement Program. When this section of roadway becomes a higher priority, it will be programmed accordingly. This section of South 56 th Street is included in the 2040 Long Range Transportation Plan as a project projected to be completed by 2025. |

| Comment Number | Comment (verbatim from the comment forms, unless otherwise noted) | Response |
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| (14) | <p>56th Street is very dangerous NOW. I have lived at 5301 Concord Road for 42 years. It has been discussed for many years that this street was going to be replaced.</p> <p>Now we are told 2014. We need new people to run our City. We are getting an arena but have a street as unsafe as 56th Street is in this area.</p> | <p>Timing is important and improvements are needed. The project had been scheduled for construction in 2006 with funding tied to the 2004 bond issue which was not approved by the citizens of Lincoln. Without the money required for right-of-way or construction, it was placed on hold until 2011 when Federal funding was identified. In order to maintain the Federal funding and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. The schedule to complete the process dictates a bid letting in the summer of 2014 with construction completed in 2015.</p> |
| (15) | <p>We access 56th from Cumberland Dr. It is sometimes (most often) difficult to get on 56th esp. going north. With this plan all current vehicles will be funneled to London Road to access northbound. It would seem there would immediately be a need for a traffic signal to facilitate traffic especially during rush hour times.</p> <p>Also very surprised it will be 2 more years before this project begins. 2 years and more late being done already!</p> | <p>In November 2011 and January 2012, traffic counts were completed for the project. These data were used for traffic signal warrants which were completed in May 2012. Based upon the analysis, traffic signals are not warranted at this location based upon the existing or future traffic volumes.</p> <p>Comment noted.</p> |
| (16) | <p>Am still concerned about traffic coming off London onto 56th. It is extremely difficult now to get pulled out with all the traffic. London is a very used street from Cripple Creek, Williamsburg, and also the school. A stop light would certainly help those who use this every day – especially early morning and late afternoon. Is a timed stop light an option for those times of day.</p> | <p>In November 2011 and January 2012, traffic counts were completed for the project. These data were used for traffic signal warrants which were completed in May 2012. Based upon the analysis, traffic signals are not warranted at this location based upon the existing or future traffic volumes.</p> |
| (17) | <p>Please start as soon as possible. 2013 would be even better than 2014.</p> | <p>Comment noted.</p> |
| (18) | <p>When Pine Lake and 56th Street were shut down for widening construction, even though you worked with us to delay the start of that project until June 1st, our business volume at that store dropped over 30%. Four years later we still are regaining that lost sales volume.</p> <p>It would make more sense for business along the construction and north and south of the construction to have one lane each way maintained and construct one half at a time. If they can do it on the interstate we can figure out a way to do it in already developed commercial areas.</p> | <p>Widening South 56th Street under traffic, half at a time, similar to interstate projects is possible although not as simple in an urban setting with limited right-of-way. To keep South 56th Street open to through traffic would mean greater cost and longer construction time period. The current plan is to close the road to through traffic starting in winter 2014/2015 through the end of the 2015 construction season. During construction, the City will place temporary signs to direct traffic to businesses areas.</p> |
| (19) | <p>I feel that there needs to be a traffic signal (stop light) at 56th and Shadow Pines Drive. Traffic is sure to increase following construction and the people living in Shadow Pines are going to have an increasingly hard time getting onto 56th Street especially for a left turn.</p> | <p>In November 2011 and January 2012, traffic counts were completed at the Waltz Road intersection. These data were used for traffic signal warrants which were completed in May 2012. Based upon the analysis, traffic signals are not warranted at this location based upon the existing or future traffic volumes.</p> |

| Comment Number | Comment (verbatim from the comment forms, unless otherwise noted) | Response |
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| (20) | <p>Please repair the street gong south at about 6400 South 56th. This has never been fixed for almost 2 years. Please don't wait for the reconstruction.</p> <p>Also please consider installing traffic signals at Shadow Pines.</p> | <p>At this time, there are no plans to make major improvements to 56th Street such as milling and overlaying which would only be in place for approximately two years of service. However, the City will continue to perform minor maintenance on 56th Street as needed, such as pothole repairs.</p> <p>In November 2011 and January 2012, traffic counts were completed for the project. These data were used for traffic signal warrants which were completed in May 2012. Based upon the analysis, traffic signals are not warranted at this location based upon the existing or future traffic volumes.</p> |
| (21) | Any possibility of a traffic light at Shadow Pines Drive and South 56 th ? | In November 2011 and January 2012, traffic counts were completed for the project. These data were used for traffic signal warrants which were completed in May 2012. Based upon the analysis, traffic signals are not warranted at this location based upon the existing or future traffic volumes. |
| (22) | Traffic light is need at 56 th and Shadow Pines Drive. | In November 2011 and January 2012, traffic counts were completed for the project. These data were used for traffic signal warrants which were completed in May 2012. Based upon the analysis, traffic signals are not warranted at this location based upon the existing or future traffic volumes. |
| (23) | We would appreciate it if you would consider a light at the intersection of 56 th and Waltz. It is truly needed now! | In November 2011 and January 2012, traffic counts were completed at the Waltz Road intersection. These data were used for traffic signal warrants which were completed in May 2012. Based upon the analysis, traffic signals are not warranted at this location based upon the existing or future traffic volumes. |
| (24) | <p>I was at the recent meeting regarding the reconstruction of 56th. I live in the Shadow Pines Townhouse area and my main question is the timing. When I purchased my townhome in 2002, I was told 56th would be widened in the next couple of years. Yes it was widened from our entrance to Pine Lake, buy why at that time did you not continue to Old Cheney? The intersection of Old Cheney and 56th is already a nightmare without adding the possibility of u-turns in order to access the miniature golf course from the south. The left turn light from 56th to Old Cheney lasts for two as it is and the angle of the corner is awful.</p> <p>If this is truly not going to happen until the fall of 2014, surely there are plans to resurface the street. It is in terrible condition, especially travelling south. So why go through the expense of resurfacing without widening it at the same time.</p> <p>Again, my main concern is the delay in starting the project</p> | <p>Timing is important and improvements are needed. The project had been scheduled for construction in 2006 with funding tied to the 2004 bond issue which was not approved by the citizens of Lincoln. Without the money required for right-of-way or construction, it was placed on hold until 2011 when the Federal funding was identified. In order to maintain the Federal funding and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. The schedule to complete the process dictates a bid letting in the summer of 2014 with construction completed in 2015.</p> <p>At this time, there are no plans to make major improvements to 56th Street such as milling and overlaying which would only be in place for approximately two years of service. However, the City will continue to perform minor maintenance on 56th Street as needed, such as pothole repairs.</p> <p>Comment noted.</p> |
| (25) | Roundabout on 56 th and Waltz Place. Please. | Comment noted. |

| Comment Number | Comment (verbatim from the comment forms, unless otherwise noted) | Response |
|----------------|--|---|
| (26) | I would like to express my concern for the planned 56 th Street construction project. I frequent the intersection at Waltz Road and 56 th Street often. It is invariably busy. Cars and truck wait after extended time to turn right and left on to 56 th Street coming from east and west off of Waltz Road. People become impatient and I have witnessed a number of near misses; plus I understand there have been worse accidents. The area will only get busier in the next few years and a traffic light at this intersection seems to be an imperative improvement. Please give this more consideration. | Traffic signal warrants are not met for this location. Once construction is completed, both intersections will be monitored and modifications will be made, as needed. |
| (27) | I am truly disappointed that this project will not be let out for bids until Aug. 2014. In fact, I am thoroughly disgusted at all of this delay. I was told in 2001 when I purchased this new townhouse that South 56 (Old Cheney) would be widened in 2 or 3 years. I was told at the meeting that the city must purchase "right of way". Well, do it. This project should be started in 2013. South 56 is old, narrow, rough, and does not drain properly. | Timing is important and improvements are needed. The project had been scheduled for construction in 2006 with funding tied to the 2004 bond issue which was not approved by the citizens of Lincoln. Without the money required for right-of-way or construction, it was placed on hold until 2011 when Federal funding was identified. In order to maintain the Federal funding and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. The schedule to complete the process dictates a bid letting in the summer of 2014 with construction completed in 2015. |
| (28) | Why can you not have ability to turn north onto 56 th Street from Cumberland Drive? | The design of the project includes raised medians and the location of median breaks within the project follows the City's Access Management Policy. Also in order to minimize impacts to adjacent properties near Cumberland Drive, the design has a grade differential within the median in the vicinity of Cumberland Drive which prohibits the inclusion of a median break. Capacity and safety were also part of the decision making process regarding median breaks. Vehicles will have the option of turning southbound from Cumberland Drive and make a u-turn at Shadow Pines Drive. |
| (29) | Need a traffic light at Waltz Road/56 th Street. Very busy with daycare, bank, dentist, etc. Takes a long time to get out on to 56 th going north. | The Waltz Road intersection was studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made as needed. If vehicles find it difficult to turn northbound onto 56 th Street from businesses on the west, they would have the option of turning right (southbound) and making a u-turn on London Road. Also, the dynamics of the traffic will change after construction. With the addition of two more through lanes, the gaps between platoons of through vehicles may be greater after construction. |
| (30) | Bravo on this project – however, as a driver who must make a turn onto 56 th from Waltz Road – I question why a traffic light is not being installed at the time of reconstruction. Why wait for accidents? Thank you for the consideration. | The Waltz Road intersection was studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made as needed. If vehicles find it difficult to turn northbound onto 56 th Street from businesses on the west, they would have the option of turning right (southbound) and making a u-turn on London Road. Also, the dynamics of the traffic will change after construction. With the addition of two more through lanes, the gaps between platoons of through vehicles may be greater after construction. |

| Comment Number | Comment (verbatim from the comment forms, unless otherwise noted) | Response |
|----------------|---|---|
| (31) | It has come to our attention that there are no plans right now to include traffic lights at the intersection of 56 th and Waltz Road. I am at this intersection at least 3 times a week and it is very dangerous to try and get across or onto 56 th from the west. When 56 th is widened to 4 lanes [in] will be close to impossible to go north from the west side and to go south from the east. There are people picking up kids from the daycare so a lot of these cars have children in and are risking their lives trying to get onto 56 th . Please rethink this decision before we have a fatal accident at this intersection. | The Waltz Road intersection was studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made as needed. If vehicles find it difficult to turn northbound onto 56 th Street from businesses on the west, they would have the option of turning right (southbound) and making a u-turn on London Road. Also, the dynamics of the traffic will change after construction. With the addition of two more through lanes, the gaps between platoons of through vehicles may be greater after construction. |

Mitigation Status and Commitment Compliance:

Mitigation and commitments identified in the EA approved on September 9, 1998 were completed for projects that have already been constructed. The following mitigation/commitments have carried forward from the September 9, 1998 EA for the South 56th Street project area or been made as part of this EA re-evaluation:

1. The project will not be let for construction until all federal, state, and local permits have been obtained in accordance with the Clean Water Act. Unavoidable impacts will be identified and mitigated during the permit process. (City of Lincoln).
2. A Storm Water Pollution Prevention Plan (SWPPP) permit shall be required for this project. Erosion control plans and storm water pollution prevention plans are required on all projects that have one acre or more of disturbed soil or cross major waterways with potential for direct discharge. A SWPPP shall be prepared prior to project construction. The City of Lincoln shall submit a Notice of Intent (NOI) to NDEQ for project authorization under the statewide NPDES permit prior to project letting. (City of Lincoln)
3. Conservation Condition: A-1 (Changes in Project Scope). If there is a change in the project scope, the project limits, or environmental commitments, the NDOR Environmental Section must be contacted to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration. (District Construction, Contractor).
4. Conservation Condition: A-2 (Conservation Conditions). Conservation conditions are to be fully implemented within the project boundaries as shown on the plans. (District Construction, Contractor)
5. Conservation Condition: A-3 (Early Construction Starts). Request for early construction starts must be coordinated by the Project Construction Engineer with NDOR Environmental for approval of early start to ensure avoidance of listed species sensitive lifecycle timeframes. Work in these timeframes will require approval from the Federal Highway Administration and could require consultation with the USFWS and NGPC. (District Construction, Contractor)
6. Conservation Condition: A-4 (E&T Species). If federal or state listed species are observed during construction, contact NDOR Environmental. Contact NDOR Environmental for a reference of federal and state listed species. (NDOR Environmental, District Construction, Contractor).
7. Conservation Condition: A-5 (Refueling). Refueling will be conducted outside of those sensitive areas identified on the plans, in the contract, and/or marked in the field. (Contractor).

8. Conservation Condition: A-6 (Restricted Activities). The following project activities shall, to the extent possible, be restricted to between the beginning and ending points (stationing, reference posts, mile markers, and/or section-township-range references) of the project, within the right-of-way designated on the project plans: borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites. Any project related activities that occur outside of these areas must be environmentally cleared/permitted with the Nebraska Game and Parks Commission as well as any other appropriate agencies by the contractor and those clearances/permits submitted to the District Construction Project Manager prior to the start of the above listed project activities. The contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan-sheet or drawing showing the location and dimensions of the activity site, a minimum of 4 different ground photos showing the existing conditions at the proposed activity site, depth to ground water and depth of pit, and the "Platte River depletion status" of the site. The District Construction Project Manager will notify NDOR Environmental which will coordinate with FHWA for acceptance if needed. The contractor must receive notice of acceptance from NDOR, prior to starting the above listed project activities. These project activities cannot adversely affect state and/or federally listed species or designated critical habitat. (NDOR Environmental, District Construction, Contractor).
9. Conservation Condition: A-7 (Waste/Debris). Construction waste/debris will be disposed of in areas or a manner which will not adversely affect state and/or federally listed species and/or designated critical habitat. (Contractor).
10. Nebraska floodplain regulations require any project that crosses a mapped, regulated Floodplain (100 year base floodplain) to obtain a floodplain permit. The City of Lincoln will acquire the proper floodplain permits, and will certify that the construction activities would be in compliance with the State of Nebraska floodplain regulations. (City of Lincoln).
11. If contaminated soils and/or water or hazardous materials are encountered, then all work within the immediate area of the discovered hazardous material will stop until NDOR/FHWA is notified and a plan to dispose of the Hazardous Materials has been developed. Then NDEQ will be consulted and a remediation plan will be developed for this project. The potential exists to have contaminants present resulting from minor spillage during fueling and service associated with construction equipment. Should contamination be found on the project during construction, the NDEQ will be contacted for consultation and appropriate actions to be taken. The Contractor is required by NDOR's Standard Specification section 107 (legal relations and responsibilities to the public) to handle and dispose of contaminated material in accordance with applicable laws. (Contractor).
12. Any material needed will be provided by the contractor. The contractor shall try to obtain borrow from an upland site to prevent depletion issues. If the borrow site is within a depletion area of concern, the contractor shall coordinate with the appropriate agencies and NDOR to offset or minimize impacts. The contractor shall obtain all environmental clearances and permits required for the borrow site prior to obtaining borrow material for the project. (Contractor).
13. The Contractor will have a staging area for the project where material and equipment for the project is stored (e.g. re-steel, forms, etc.). The Contractor will be required to dispose of material removed as part of the project described above and miscellaneous obstructions encountered and removed along the project. The disposal is the responsibility of the Contractor. A waste site may be needed. The Contractor will be responsible to obtain all permits and clearances and all conditions of those permits will be followed. (Contractor).
14. Areas used for temporary construction easements will be shaped, and seeded or sodded when construction is complete. (Contractor).

15. No burning or dumping will occur within any drainage ways. (Contractor).
16. Any utility adjustments or interruption of service for the convenience of the contractor shall be the sole responsibility of the contractor. At least 24 hours advance notice will be given before planned utility disruptions. (Contractor).
17. A noise barrier will be carried forward into design and construction for the project. The barrier will be approximately 8-feet tall and 507 feet long and placed adjacent to the impacted receptors along the north side of Shadow Pines Drive and along South 56th Street, within the roadway right-of-way. (City of Lincoln/Contractor).
18. Vehicular access will be maintained at all times through the use of phased construction or temporary surfacing as needed for adjacent residents and businesses who have driveway access in the project limits. (Contractor).
19. Service providers (mail delivery, trash removal, etc.) will also have access to each residence and business during project construction. Temporary mailbox locations further from the edge of roadway may be required as determined during construction. (Contractor).
20. During construction, the City will use a permit process to evaluate placing signs to direct traffic to local businesses. (City of Lincoln).
21. At 5901 South 56th Street, local access to the business will be maintained, and may include temporary access to the property from north of the existing drive. Any temporary access will avoid disturbing parking spaces. (City of Lincoln)
22. At 6410 South 56th Street, a “do not disturb” note will be added to the project plans to show the location of a Pin Oak just outside of the temporary easement. The note will also say that trimming of some branches that overhang the easement may be necessary to allow the movement of construction equipment.
23. Prior to detouring traffic during construction, the City of Lincoln will notify emergency services and the general public regarding detour routes. (City of Lincoln).
24. The Contractor will coordinate with all affected utility companies and NDOR prior to the start of construction. (Contractor).
25. If any buried archaeological site is exposed during construction, the City of Lincoln will stop work, and coordinate with FHWA and SHPO. (City of Lincoln).
26. Prior to construction, USACE Section 404 Permits will be obtained. Permit conditions will be followed during construction, and wetlands not permitted for impacts will be marked on the design plans. (City of Lincoln).

Permits (status and pending issuance dates):

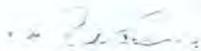
| | |
|---|--|
| USACE Section 404 Permit: | Required – will be obtained prior to construction. |
| Floodplain Development Permit: | Required – will be obtained prior to construction. |
| NDEQ Section 401 Water Quality Certificate/Title 117: | Obtained as part of the 404 USACE NWP |
| NDEQ NPDES/SWPPP: | Required - will be obtained prior to construction. |

| | |
|---|---|
| State Burn Permit (NDEQ): | Not Required |
| Coast Guard Permit: | Not Required |
| Local Building or Site Development Permits: | Not Required |
| Local Clearing and Grubbing Permit: | Not Required |
| Erosion and Sediment Control Plan: | Developed as part of the NPDES permitting process |

III. CONCLUSION AND RECOMMENDATION

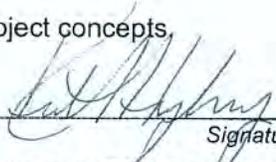
The above environmental document has been reevaluated as required by 23 CFR 771, and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly impact the quality of the human environment. Therefore, the original decision remains valid. It is recommended that the project identified herein be advanced to the next phase of project development.

Project Sponsor Staff or Consultant Signature:

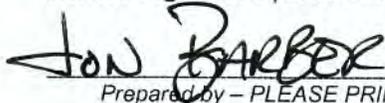
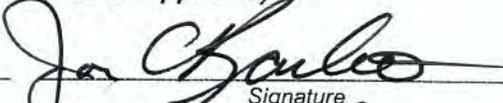
Karl Fredrickson, PE  7/23/2013
 Prepared by – PLEASE PRINT Signature Date
 Parsons Brinckerhoff, Senior Engineering Manager
 Organization and Title
 402-323-6572 fredrickson@pbworld.com
 Phone Email

Project Sponsor Signature:

This document represents current project concepts.

Kris Humphrey, PE  7-25-13
 Prepared by – PLEASE PRINT Signature Date
 City of Lincoln RC, Project Manager
 Organization and Title

NDOR Signature (EA/FONSI Reevaluation Approval):

  8/15/13
 Prepared by – PLEASE PRINT Signature Date
 NDOR - Hwy Env. Program Mgr.
 Organization and Title

FHWA Concurrence:

Prepared by – PLEASE PRINT Signature Date
 Title

**Attachment 1 –
Project Mapping**

Figure 1. Project Study Area Map

Figure 2. Proposed Changes

Figure 3. London Road and South 56th Park Map

Figure 4. Floodplain Map

Figure 5. Noise Barrier Map

Figure 6. Project Detour Map

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Figure 1. Environmental Study Area Map.



| | | | |
|--|--|---|--|
| | <p>13141, 5241(5) South 56th Street, Shadow Pines Drive to Old Cheney Road</p> <p>Environmental Study Area</p> | <p>Legend</p> <ul style="list-style-type: none"> — 13141 Project ⊠ Environmental Study Area | <p style="text-align: center;">N</p> <p style="text-align: center;">0 125 250 500 Feet</p> |
|--|--|---|--|

Figure 2. Proposed Changes

PROJECT MAP
SOUTH 56th STREET
SHADOW PINES DRIVE TO
OLD CHENEY ROAD

Old Cheney Road
 End construction south of the 56th St. and Old Cheney Rd. intersection.

Trail Construction
 Beal Slough to Old Cheney Rd.

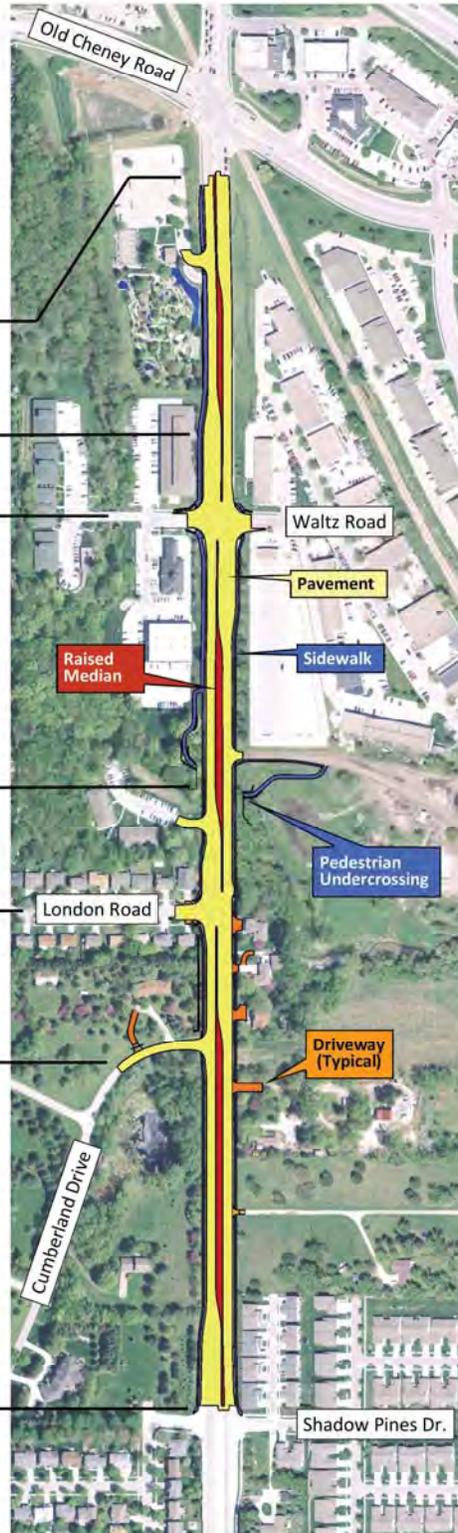
Waltz Road
 Right and left turn lanes will be constructed — accommodations for future traffic signals.

Beal Slough
 Box Culvert construction, Pedestrian Undercrossing and Trail construction.

London Road
 Right and left turn lanes will be constructed.

Cumberland Drive
 Paving and Water Main improvements.

Shadow Pines Drive
 Begin Construction



Not to Scale

Shadow Pine Drive to Old Cheney Road

Four lane roadway construction with raised medians, turn lanes, curbs, storm sewers, sidewalks and street lighting. Water Mains will be constructed at selected locations.

Figure 3. City Map showing London Road and South 56th Street Park



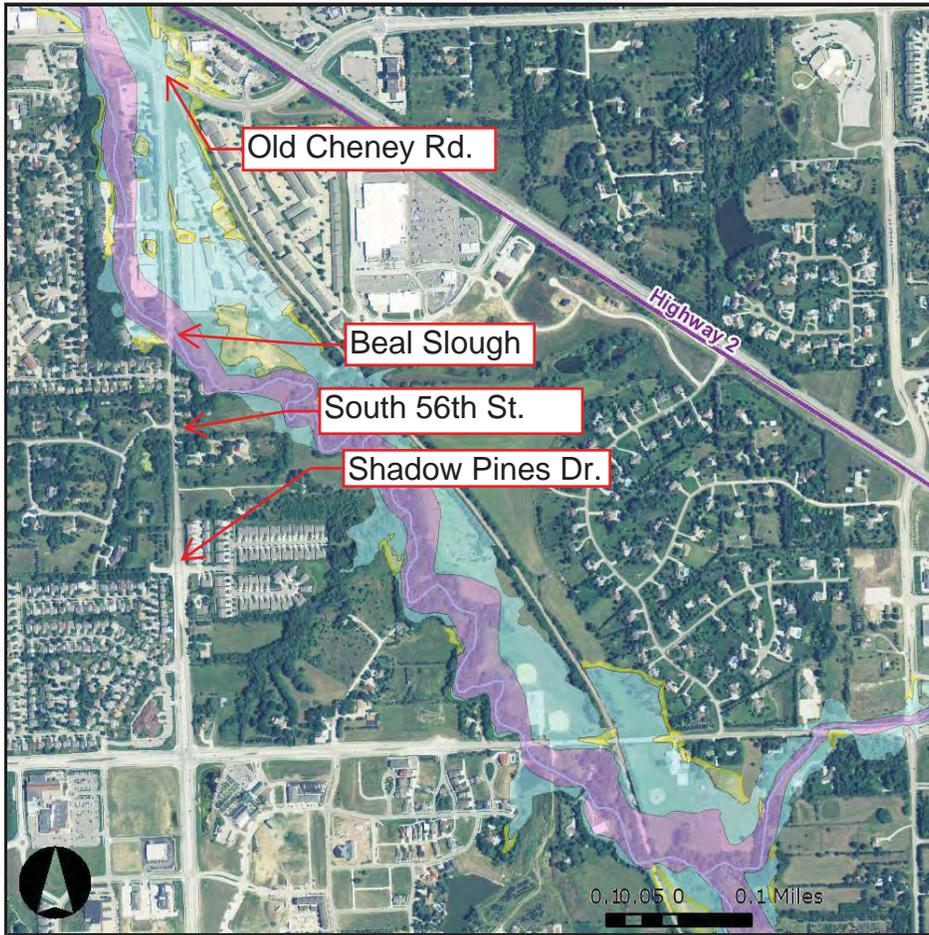
Lancaster County/City of Lincoln GIS Map

City Map 3-16-2012

Printed: Mar 16, 2012

DISCLAIMER: The information is presented on a best-efforts basis, and should not be relied upon for making financial, survey, legal or other commitments. If you have questions or comments regarding the data displayed on this map, please email ags@lincoln.ne.gov and you will be directed to the appropriate department.

Figure 4. Floodplain Map.
 Source: <http://maps.dnr.ne.gov>
 (Street/Stream Labels Added)



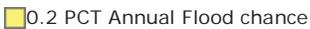
City Points



Counties with Labels



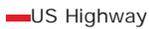
Draft Flood Zones



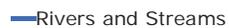
Effective Flood Zones



Major Roads



Perennial streams



Stream labels



Figure 5. Noise Barrier Map

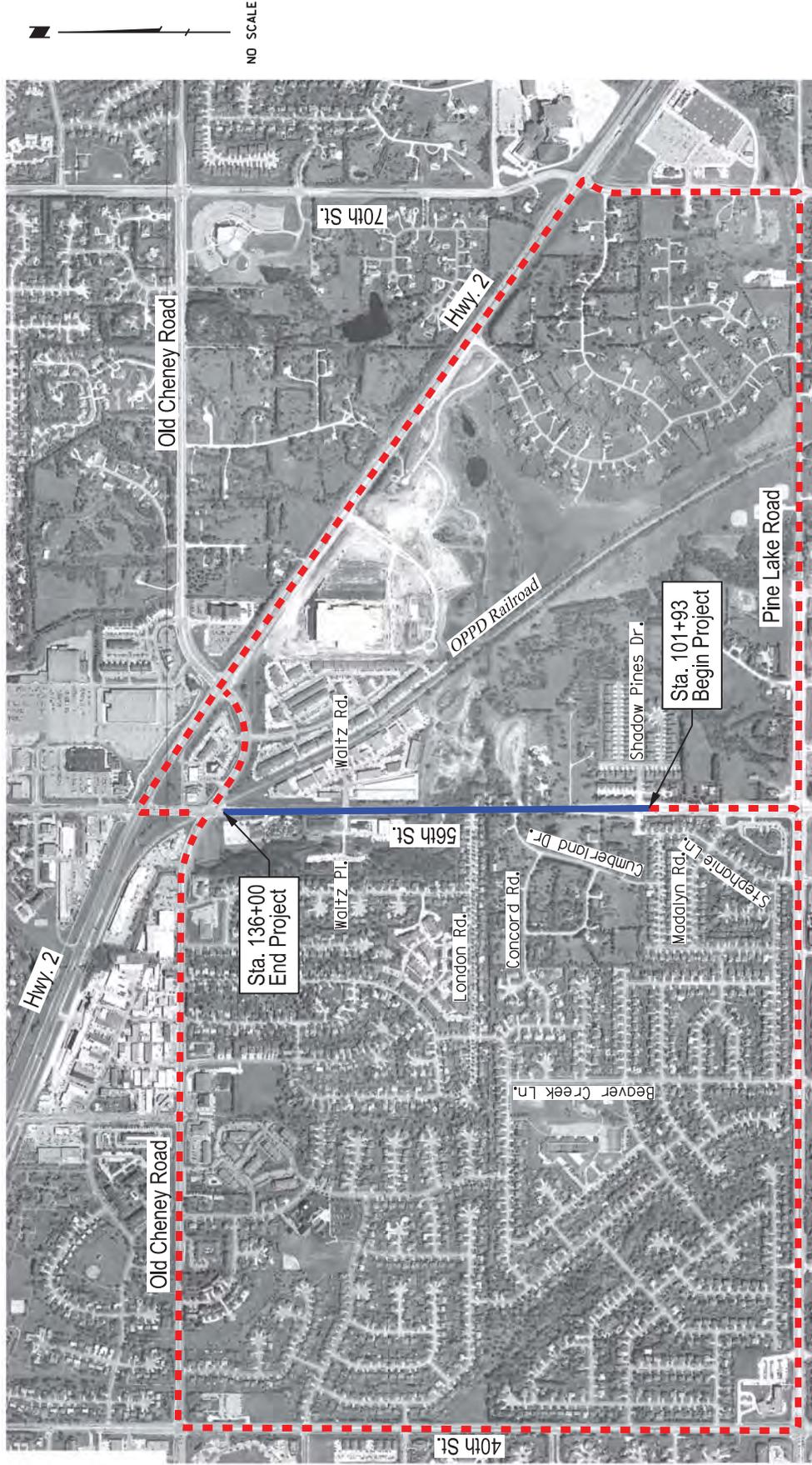
TNM Receptors/Project Location Map
 South 56th Street, Shadow Pines to Old Cheney Road
 City of Lincoln Nebraska
 Lancaster County
 Project LCLC-5241(5), CN 13141
 City Number 701923



| | | | |
|---|--------------------------------|---|----------------------------------|
|  | Edge of Pavement/Sidewalk/Bike |  | Approached or Exceeded Threshold |
|  | Gravel Drive/Area |  | Feasible/Reasonable to Mitigate |
|  | Noise Wall* |  | Remainder |

*Exact location, height and length to be determined during final design.

Figure 6. Project Detour Map



DETOUR MAP

SOUTH 56TH STREET,
SHADOW PINES DRIVE TO
OLD CHENEY ROAD
CITY PROJECT NO. 701923

PROPOSED POTENTIAL
DETOUR ROUTES

NDOR PROJECT NO. LCLC-5241(5) C.N. 13141

**Attachment 2 –
Agency Communications**

- **Army Corps of Engineers Permit - Clarification**
 - **NDOR - Civil Rights Analysis Approval**

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Lane, Stephen M. [Steve]

Subject: FW: S. 56th St. box culvert (UNCLASSIFIED)

-----Original Message-----

From: Rezac, Phil M NWO [<mailto:Phil.M.Rezac@usace.army.mil>]

Sent: Thursday, June 20, 2013 4:26 PM

To: Fred Beck

Subject: RE: S. 56th St. box culvert (UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: NONE

Good Afternoon, Fred.

As we had discussed this morning on the phone and based on the information contained in this email, I do not have an issue with the 4-foot elevated box. I do not see an issue here, since flows are not being diverted, the channel is not being constricted by the triple box proposal, the triple box that is being built is wider than the existing channel, and the elevated single barrel box would be in uplands.

Let me know if you have any other questions.

Thanks,
Phil

Phil M. Rezac
Environmental Protection Specialist
U.S. Army Corps of Engineers, Omaha District

Nebraska Regulatory Office - Wehrspann
8901 South 154th Street, Suite 1
Omaha, Nebraska 68138
office: (402) 896-0896 \ fax: (402) 896-0997

Please visit our website

at: <http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Nebraska.aspx>

-----Original Message-----

From: Fred Beck [<mailto:fbeck@eacq.com>]

Sent: Thursday, June 20, 2013 12:59 PM

To: Rezac, Phil M NWO

Subject: S. 56th St. box culvert

Phil;

As a follow up to our discussion this morning regarding the box culvert design for the project listed below, I'm listing the items we discussed along with more detailed

information for your review and comment:

- * The existing structure at Beal Slough is a 43' wide Tee Beam bridge with one, 40' span.
- * The proposed structure will be a triple 14' x 14' x 151' and a single 14' x 10' x 151' concrete box culvert. The floor of the single barrel will be 4' higher than the other 3 barrels and will provide for a pedestrian undercrossing during normal stream flows and additional flow capacity during major storm events.
- * The existing channel is approximately 10 to 15 feet wide at the bottom and has a typical depth of 8 to 10 feet. Ordinary high water elevation is 1232.50 feet.
- * Flowline of the triple barrel box will be 1230.00 at the inlet and 1229.00 at the outlet with the single barrel flowlines being 1234.00 and 1233.00 respectively.
- * Normal flows will be contained within the triple box; no flow will be diverted due to the higher elevation in the single barrel.
- * Additional excavation beyond the current channel limits will be required to construct the box culvert. This excavation will be within upland areas.

I believe this covers the main topics discussed. If not, please send comments.

We request your review of this situation, any comments or questions, and your thoughts on how it may affect our application for an anticipated Nationwide permit.

If you need additional information, please call or e-mail.

I appreciate your help with this matter.

~~~~~

So. 56th Street, Shadow Pines to Old Cheney

City Project #701923

LCLC-5241(5) CN 13141

~~~~~

Fred Beck, P.E.

Project Manager

Engineering Answers

E & A Consulting Group, Inc. <<http://www.eacg.com/>> www.eacg.com
<<http://www.eacg.com/>>

7130 So. 29th Street Lincoln, NE 68516 • Ph: 402.420.7217 • Fax: 402.420.7218

Marshall, Anthony

From: Hassler, Christopher
Sent: Monday, December 17, 2012 9:51 AM
To: Marshall, Anthony
Subject: RE: 13141, 56th Street - Shadow Pines to Old Cheney - EJ Inquiry

Hey Anthony,

Sorry it took a couple days to get back to you. The EJ section of that document is fine as it is written. I reviewed the figures in the area and came up with the same conclusions. I'd go ahead with the EJ language already in there.

Let me know if you need anything else,

Chris

Christopher Hassler
Highway Civil Rights Specialist
Nebraska Department of Roads
402-479-3553

From: Marshall, Anthony
Sent: Wednesday, December 12, 2012 11:28 AM
To: Hassler, Christopher
Cc: Barber, Jon; Thomann, Jill
Subject: 13141, 56th Street - Shadow Pines to Old Cheney - EJ Inquiry

Mornin, Chris

Hoping you can take a look at this one and provide your opinion. I've attached the project description; page 4 contains the socio-economic analysis. Threw in a map as well.

Appreciate it.

Let me know if you need anything else.

Anthony Marshall

Environmental Analyst II

Nebraska Department of Roads

Planning & Project Development

1500 Highway 2 Lincoln, NE 68502

ph: 402.479.4890 fax: 402.479.3629

anthony.marshall@nebraska.gov

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**Attachment 3 –
Section 106 Coordination Documentation**

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U.S. Department
of Transportation
**Federal Highway
Administration**

NEBRASKA DIVISION

July 2, 2012

RECEIVED
JUL 11 2012
BY: _____



100 Centennial Mall North
Room 220
Lincoln, NE 68508
(402)742-8460

FED HWY ADMIN

JUL 26 2012

NEBRASKA

In Reply Refer To:
HEP-NE

(old 9604-086-01)

HP# 1207-007-01

County LC

STR. ARCHEO.

Resp. SPW Date 20120711

L. Robert Puschendorf
Deputy State Historic Preservation Officer
Nebraska State Historical Society
P.O. Box 82554
Lincoln, NE 68508

Dear Mr. Puschendorf:

Project LCLC-5241(5), CN 13141
South 56th Street, Shadow Pines to Old Cheney
Lancaster County
Cultural Resources Evaluation
(NeSHPO # 9604-086-01)

Please review this document on historic resources for the above-named project as required under Section 106 of the National Historic Preservation Act of 1966, as amended, and implementing regulations at 36 CFR Part 800. This is part of a re-evaluation of NEPA documentation for this project. The original NEPA Environmental Assessment was approved by FHWA September 9, 1998. Your office concurred there were no significant impacts on May 11, 1998 under NeSHPO # 9604-086-01 (See Enclosure 1). A current evaluation of the potential for cultural resources, both archeology and standing structures, is included below [and in enclosures].

Project Description

The scope of the project consists of the reconstruction of South 56th Street from Shadow Pines Drive to Old Cheney Road (0.64 miles) in the City of Lincoln, Nebraska (See Enclosure 2). The existing pavement will be removed and replaced with full depth curbed concrete pavement from a point immediately north of Shadow Pines Drive north to the intersection of Old Cheney. The roadway section will consist of four through lanes, two in each direction, separated by a raised median, with left and right turning lanes at the major intersections. The intersections at London Road and Waltz Road will have traffic signal warrants developed. The project will be closed to through traffic during construction, however, access will be maintained at all times through the use of phased construction or temporary surfacing as needed for adjacent residents and businesses who have driveway access in the project limits. The detour for the project will be either 40th Street on the west, or 70th Street on the east, Pine Lake Road on the south, and Old Cheney Road/ Nebraska Highway 2 on the north. Only one of these detour routes will be used, however, both will be included in this study. The detour length is approximately three miles. No improvements are planned to the detour roadways.

A retaining wall will be used on the west side of 56th Street south of London Road. A 5-foot (10-foot where it coincides with the bicycle/pedestrian trail) wide concrete sidewalk is proposed on the east and west side of 56th Street along the entire project corridor. A bicycle/pedestrian trail undercrossing will be constructed at Beal Slough. The bike/pedestrian trail will connect to the sidewalk system adjacent to 56th Street and extend north along the west side of 56th Street to Old Cheney Road. The trail will be 10-feet in width.

The new structure at the Beal Slough is proposed as a concrete box culvert with four 14-foot by 14-foot barrels, and incorporates the trail undercrossing into the design. The project will include grading along and adjacent to South 56th Street including approach roadways and driveways to 56th Street. The roadway profile on the approaches to Beal Slough will be raised about four feet. The Beal Slough channel will be relocated further east to accommodate the new roadway section and structure. The potential relocation of the channel would shift the existing channel approximately 100 feet east and extend 400 feet north/south paralleling the existing channel. Temporary construction workspace may be necessary to accommodate the widening. Both temporary construction and permanent (road fill and drainage) easements will be required from the London Road and 56th Street Park. The area required for the project is approximately 0.15 acres of ROW acquisition, 2.7 acres for temporary easement and 0.60 acres for permanent easement. The current right-of-way plans near the London Road and South 56th Street Park (T-18) are attached (See Enclosure 2). Stormwater facilities, including curb inlets, will be designed and constructed to maintain proper drainage. In addition to the paving work, signing and striping will be installed to facilitate traffic flow through the project area, and the roadway will have lighting installed along the entire project corridor. Sanitary sewer reconstruction will be completed as necessary if conflicts exist with other project features. Existing portions of water main will be reconstructed with the project. Electric, telephone, natural gas, and cable TV utilities will also be relocated to accommodate the new roadway section. Erosion control will be used throughout the project and permanent vegetation will be established to stabilize the earthwork.

Area of Potential Effects (APE)

The APE for archeological properties and standing structures was chosen to adequately identify any historic properties that may be potentially altered by this undertaking (See Enclosures 3 and 5). The APE for *direct* effects includes all construction areas described in the above project description inclusive of new easement and ROW tracts, and further encompasses all properties adjacent to this construction corridor for other potential impacts (e.g. visual, auditory). The proposed detour route follows existing streets and highways. No construction activities are planned for the detour and therefore neither an archeological nor a standing structures evaluation is required. Definition of a broader indirect APE for secondary or cumulative impacts is not required in this instance.

Archeological Evaluation

An archeological evaluation was conducted by Highway Archeology Program Archeologist, Karen Steinauer, between February 27 and May 30, 2012. The APE of this project for archeological properties includes all construction areas, with focus on the Beal Slough and its potential relocation. A review of the Nebraska State Historical Society Cultural Resources Geographic Information System (NCRGIS) archeological resources database and historic maps disclosed that there are no previously recorded archeological properties within the APE. An

archeological field survey was conducted on March 26 and May 30, 2012 by Karen Steinauer, Highway Archeologist, with negative results (See Enclosure 4). No further field evaluation is recommended for this undertaking. It is recommended that there are no archeological historic properties present in the APE.

Standing Structures Evaluation

All research was conducted on April 5, 2012 by Megan Akerstrom, Highway Archeology Program Preservation Associate (See Enclosure 5). The APE for standing structures includes the construction areas and immediately adjacent properties. Historic properties were investigated through a search of the Nebraska State Historic Preservation Office inventory and site files, Historic Building Survey of Lancaster County (2008), National Register Evaluation of Nebraska Bridges 1947 to 1965 (including the reassessment of select pre-1947 bridges), Nebraska Historic Bridge Inventory of 1991, Lancaster County Assessor records, and Google maps. No formal in-field evaluation is required. Within the APE, no buildings were identified as over 50 years old, the minimum age requirement for eligibility for inclusion on the National Register of Historic Places. The structure over Beal Slough is not identified as an eligible structure in the Nebraska inventories of bridges before 1947 or of those from 1947 to 1965. These inventories, which were a joint effort between the Nebraska Department of Roads and the NeSHPO, evaluated the National Register eligibility of all bridges in the state. The bridge is not listed in the inventories as eligible for inclusion on the National Register of Historic Places because it does not possess the necessary engineering/design significance to be considered eligible. It is recommended that there are no structural or architectural historic properties present in the APE.

Recommended Effects

The Federal Highway Administration recommends that there are no 'historic properties' within the APE of this undertaking, and accordingly, recommends a finding of "no historic properties affected" and respectfully requests NeSHPO concurrence with this determination.

If you have any questions regarding this information, do not hesitate to contact me at your earliest convenience.

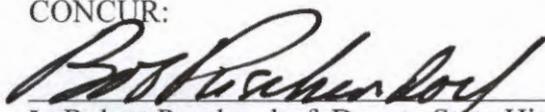
Sincerely yours,



Raegan Ball
Environmental Specialist

Enclosures

CONCUR:



L. Robert Puschendorf, Deputy State Historic Preservation Officer

7/19/12

Date

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**Attachment 4 –
Project Photographs**

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South 56th Street looking north from Shadow Pines Drive. (Photograph taken on 2/21/2012).



South 56th Street looking north near London Road. (Photograph taken on 2/21/2012).



South 56th Street looking north near Waltz Place (west) and Waltz Road (east).
(Photograph taken on 2/21/2012).



South 56th Street looking south from near Old Cheney Road. (Photograph taken on 2/21/2012).



Waltz Place/Waltz Road looking east across South 56th Street. (Photograph taken on 2/21/2012).



Beal Slough from South 56th Street looking west. (Photograph taken on 2/21/2012).



View east of the South 56th Street and London Street Park (Photograph taken on 2/21/2012).



Sign next to entrance to South 56th Street and London Street Park (Photograph taken on 2/21/2012).

**Attachment 5 –
Section 4(f) Coordination**

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Planning and Project Development
Highway Environmental Program Dept.

Date: 01/03/2013
To: Melissa Maiefski, FHWA
From: Jon Barber, NDOR
Office: Local Projects Division, Environmental Section
Subject: **Project No. LCLC-5241(5)**
Control No. 13141
56th Street, Shadow Pines to Old Cheney
4(f) Exception for London Road and 56th Street Park

The above-referenced project, located in the City of Lincoln, Nebraska, proposes to reconstruct and improve a portion of South 56th Street from Shadow Pines Drive to Old Cheney Road. Construction activities include removal of existing pavement and replacement with full-depth curbed concrete pavement, producing a four-lane roadway section (two lanes in each direction) with raised medians and left/right turning lanes at major intersections. Additionally, the proposed project includes a 10-foot wide bike/pedestrian trail with an undercrossing constructed at Beal Slough, incorporating a concrete box culvert into the design.

Along the east edge of the proposed project is 13.6 acres of undeveloped land. This open space, referred to as London Road and South 56th Street Park, would be impacted by the proposed construction through 0.144 acres of ROW acquisition, 1.85 acres of temporary easement, and 0.87 acres of permanent easement. Industrial development borders the Park to the north, railroad ROW to the east, South 56th Street to the west, and residential land to the south. The area has no recreational amenities and has no public access. Currently the property is being used by the City of Lincoln Public Works Department for material storage/transfer and a snow dump. The general public is not allowed to access any portion of the site.

Based on the information above, NDOR recommends the proposed project qualifies for the Section 4(f) exception identified in 23 CFR 774.11(c). According to this exception, "Consideration under Section 4(f) is not required when the official(s) with jurisdiction over a park, recreation area, or wildlife and waterfowl refuge determine that the property, considered in its entirety, is not significant. In the absence of such a determination, the

Section 4(f) property will be presumed to be significant. The Administration will review a determination that a park, recreation area, or wildlife and waterfowl refuge is not significant to assure its reasonableness.”

On December 20, 2012, Lynn Johnson, Director of the Lincoln Parks and Recreation Department and the Official with Jurisdiction, concurred that the London Road and South 56th Street Park is not significant and therefore qualifies for the Section 4(f) exception.

NDOR has reviewed the attached correspondence between the City of Lincoln Public Works and Utilities Department and the City of Lincoln Parks and Recreation Department, as well as the attached figures. NDOR has determined the proposed project meets the requirements outlined under 23 CFR §774.11(c) and respectfully requests your concurrence with this finding.

Sincerely,



Jon C. Barber
Hwy Environmental Program Manager
Planning and Project Development
Nebraska Department of Roads

Enclosures

FHWA concurs that the proposed project meets the Section 4(f) criteria as outlined in 23 CFR §774.11(c).

Digitally signed by Melissa Maiefski
DN: cn=Melissa Maiefski, o=Nebraska
Division, ou=FHWA,

email=melissa.maiefski@dot.gov, c=US
Date: 2013.01.14 18:08:17 -0600

(Sign)



FHWA concurrence based upon assumption that there are no future plans to use the property for recreation, open to the public. NDOR, please verify that this is the case, in writing, with the Lincoln Parks Department (email is ok). Please summarize this in the Section 4(f) text of the reevaluation. If upon further coordination it is learned that there are future recreational plans for this site, this concurrence is void and additional coordination with FHWA will be needed.
mm



Engineering Services
Public Works and Utilities Department
Miki Esposito, Director
901 West Bond
Suite 100
Lincoln, Nebraska 68521
402-441-7711
fax: 402-441-6576

December 19, 2012

Mr. Lynn Johnson
Director, Parks and Recreation Department
2740 A Street
Lincoln, NE 68502

RE: London Road and 56th Street Park
Project South 56th Street, Shadow Pines Dr. to Old Cheney Rd.
LCLC-5241(5), CN 13141
City Project No. 701923

Dear Lynn:

The Public Works and Utilities Department is currently evaluating impacts from improvements to South 56th Street from Shadow Pines Drive to Old Cheney Road. The total length of improvements is approximately 0.64 miles. As part of the project, the existing pavement will be removed and replaced with full depth curbed concrete pavement. The proposed roadway section will consist of four through lanes, two in each direction, separated by a raised median, with left and right turning lanes at the major intersections. In addition, a bicycle/pedestrian trail undercrossing will be constructed at Beal Slough. The bike/pedestrian trail will connect to the sidewalk system adjacent to South 56th Street and extend north along the west side of South 56th Street to Old Cheney Road. The trail will be 10-feet wide. The new structure at the Beal Slough is proposed as a concrete box culvert with four 14-foot by 14-foot barrels, and incorporates the trail undercrossing into the design. A retaining wall will be used on the west side of South 56th Street south of London Road. A five-foot (10-feet where it coincides with the bicycle/pedestrian trail) wide concrete sidewalk is proposed on the east and west side of South 56th Street along the entire project corridor except for north of Waltz Road on the east side of 56th Street.

The proposed project will involve grading adjacent to South 56th Street. Both temporary construction and permanent easements will be required from the London Road and 56th Street Park. The area required for the project is approximately 0.144 acres of ROW acquisition, 1.85 acres of temporary easement and 0.87 acres of permanent easement. The current Plan-In-Hand portions of the project near the London Road and 56th Street Park are attached.

National Environmental Policy Act (NEPA) Evaluation

Impacts to the London Road and 56th Street Park were originally evaluated as part of the South Area Fringe Roadway Project, and cleared with an Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) dated September 9, 1998. As part of that process, a Section 4(f) Evaluation for the London Road and South 56th Street Park was prepared. On April 10, 1998, the Parks and Recreation Department stated that the future uses of the park remain unaffected by the project.

NEPA Re-evaluation

Due to the amount of time that has lapsed since the original coordination, the Department of Public Works is currently reevaluating impacts of the project as part of the NEPA process.

Our understanding is that the London Road and South 56th Street Park consists of 13.6 acres of undeveloped land with access off South 56th Street. The property is bordered by industrial development on the north, railroad right-of-way to the east, South 56th Street to the west, and residential land to the south. The area currently has no recreational amenities and has no public access. The property is currently being used by the City of Lincoln Public Works Department for material storage/transfer and a snow dump. As a result, the general public is not allowed to access any portion of the site.

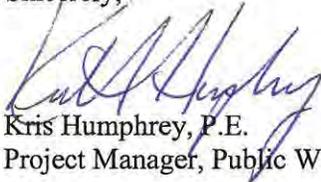
Concurrence Request

As part of the NEPA re-evaluation, the Department of Public Works and Utilities requests concurrence from the Parks and Recreation Department that the London Road and South 56th Street Park is an exception to the requirements for Section 4(f) of the US Department of Transportation Act (1966) as identified in 23 CFR 774.11(c). This exception is based on the fact that the proposed project does not impact significant park facilities.

In addition, we are also asking to confirm that the London Road and South 56th Street Park has not received funds from the Land and Water Conservation Fund, and thus is not a Section 6(f) resource.

If you concur with the above, please sign and return a copy of this letter by January 4, 2013 for use in our NEPA re-evaluation documentation. If you have any questions or need additional information, please do not hesitate to contact me at 402-326-1176.

Sincerely,

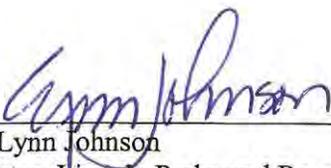


Kris Humphrey, P.E.
Project Manager, Public Works and Utilities Department

attachments

Cc: Fred Beck (E & A Consulting Group, Inc)

Concurrence



Mr. Lynn Johnson
Director, Lincoln Parks and Recreation Department

12/20/12

Date

Lane, Stephen M. [Steve]

Subject: FW: 56th Street 4(f) Re-eval concurrence, CN 13141, London Road Park

From: Lynn Johnson [mailto:ljohnson@lincoln.ne.gov]
Sent: Wednesday, July 17, 2013 10:57 PM Eastern Standard Time
To: Fredrickson, Karl
Subject: RE: 56th Street 4(f) Re-eval concurrence, CN 13141, London Road Park

Karl: Thanks for your message. Our plans remain as stated in the January 2013 message. The subject area will be managed as a conservation area with native vegetation. It is not intended to be a wildlife refuge. A multi-use trail will be constructed through the subject property in the future. The trail will be part of Lincoln's trail system and will have public access. Please let me know if you need additional information or clarification. Thanks, Lynn

From: Fredrickson, Karl [Fredrickson@pbworld.com]
Sent: Wednesday, July 17, 2013 1:02 PM
To: Lynn Johnson
Subject: FW: 56th Street 4(f) Re-eval concurrence, CN 13141, London Road Park

Lynn,

We are in need of additional assistance on the London Road Park 4(f) documentation. FHWA has approved the determination of no impact to 4(f) lands with the caveat that it be verified with the Parks Department that no future use of the London Road Park as a wildlife refuge, recreation area open to the general public is planned (see FHWA comment below and attached approval). After meeting with FHWA staff on June 17, 2013 they indicated a need to verify future use of the property in the NEPA documentation.

FHWA concurrence based upon assumption that there are no future plans to use the property for recreation, open to the public. NDOR, please verify that this is the case, in writing, with the Lincoln Parks Department (email is ok). Please summarize this in the Section 4(f) text of the reevaluation. If upon further coordination it is learned that there are future recreational plans for this site, this concurrence is void and additional coordination with FHWA will be needed.
mm

If you could respond via email affirming no future plans we will include the correspondence into the NEPA EA reevaluation. Let me know if you have any questions.

Thank you.

Karl

Karl A. Fredrickson, P.E.
Senior Supervising Engineer
Parsons Brinckerhoff
1225 L Street
Suite 502
Lincoln, Nebraska 68508
402-323-6572 (office)
402-525-4720 (cell)

fredrickson@pbworld.com

www.pbworld.com

From: Lynn Johnson [<mailto:ljohnson@lincoln.ne.gov>]
Sent: Wednesday, January 23, 2013 12:31 PM
To: Fredrickson, Karl
Subject: RE: 56th Street 4(f) Re-eval concurrence, CN 13141, London Road Park

Karl: Thanks for your message, and I apologize for the delay in getting back to you. The park area along the north side of Beal Slough and east of So. 56th Street is designated as a conservation area. As such this area will be managed in native vegetation. A future trail connection between the Old Cheney Trail and the Helen Boosalis Trail extending southeasterly along Beal Slough is planned for the future. I agree with the determination that the impact of the So. 56th Street improvement project will have negligible impact on the park area. Please let me know if you have questions, or if I can be of additional assistance.

Lynn Johnson, Parks and Recreation Director
Lincoln Parks and Recreation
2740 A Street
Lincoln, NE 68502
(402)441-8265, ljohnson@lincoln.ne.gov



From: Fredrickson, Karl [<mailto:Fredrickson@pbworld.com>]
Sent: Tuesday, January 15, 2013 10:06 AM
To: Lynn Johnson
Cc: Lane, Stephen M. [Steve]; Kristen A. Humphrey; Fred Beck
Subject: FW: 56th Street 4(f) Re-eval concurrence, CN 13141, London Road Park
Importance: High

So. 56th Street, Shadow Pines to Old Cheney
City Project #701923
LCLC-5241(5) CN 13141

Lynn,

FHWA has approved the Section 4(f) concurrence for the project with the caveat of verifying the future use of park (see email below and attached FHWA Approval). Can you verify that there are no future plans to use the property for recreation, open to the public use. As indicated by FHWA in there comments, a return email will be sufficient for documentation.

Let me know if you have any questions.

Thank you.

Karl

Karl A. Fredrickson, P.E.
Senior Supervising Engineer
Parsons Brinckerhoff
1225 L Street
Suite 502
Lincoln, Nebraska 68508

402-323-6572 (office)
402-525-4720 (cell)

fredrickson@pbworld.com

www.pbworld.com

From: Marshall, Anthony [<mailto:anthony.marshall@nebraska.gov>]
Sent: Tuesday, January 15, 2013 9:11 AM
To: Fredrickson, Karl
Cc: Humphrey, Kris; Thomann, Jill; Barber, Jon
Subject: 56th Street 4(f) Re-eval concurrence

Good morning, Karl

Section 4(f) for the 56th Street project has been approved by FHWA based upon the following conditions (see attached):

“FHWA concurrence based upon assumption that there are no future plans to use the property for recreation, open to the public. NDOR, please verify that this is the case, in writing, with the Lincoln Parks Department (email is ok). Please summarize this in the Section 4(f) text of the re-evaluation. If upon further coordination it is learned that there are future recreational plans for this site, this concurrence is void and additional coordination with FHWA will be needed.”

With that said, please obtain confirmation from the Lincoln Parks Department and summarize in the Section 4(f) text of the re-eval.

Thanks Karl. Let me know if you have any questions.

Anthony Marshall

Environmental Analyst II

Nebraska Department of Roads

Planning & Project Development

1500 Highway 2 Lincoln, NE 68502

ph: 402.479.4890 fax: 402.479.3629

anthony.marshall@nebraska.gov

From: Barber, Jon
Sent: Tuesday, January 15, 2013 7:34 AM
To: Marshall, Anthony
Cc: Thomann, Jill
Subject: FW: concurrence for 4(f) on 5241(5)

Please note FHWA’s conditional concurrence for the 56th St. Reevaluation (C.N. 13141). We’ll need to coordinate with the City and get their concurrence in writing that the area in question will not be used in the future as a 4(f) resource. We’ll also need to ensure the commitment is included within the reevaluation.

Thanks,

Jon C. Barber

Hwy Environmental Program Manager
Planning and Project Development
Nebraska Department of Roads
jon.barber@nebraska.gov
Phone – (402) 479-4412
Fax – (402) 479-3629
<http://www.transportation.nebraska.gov/>



Please consider the environment before printing this email.

From: melissa.maiefski@dot.gov [<mailto:melissa.maiefski@dot.gov>]
Sent: Monday, January 14, 2013 6:10 PM
To: Barber, Jon
Cc: Petracek, Sue
Subject: concurrence for 4(f) on 5241(5)

Hi Jon, please see attached – there is a follow-up action item as part of the concurrence.

Thanks,
Mel

NOTICE: This communication and any attachments ("this message") may contain confidential information for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on this message is strictly prohibited. If you have received this message in error, or you are not an authorized recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies.

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**Attachment 6 –
Threatened and Endangered Species Coordination**

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DATE 4/26/12
TO Local Public Agency
FROM Zach Cunningham, HWY Environmental Biologist
THRU Jason Freidrichs - Local Projects Division
SUBJECT 56th St, Shadow Pines - Old Cheney, LCLC-5241(5), 13141
Threatened & Endangered Species Concurrence

The attached concurrence package signed on 4/25/12 by NDOR is the documentation required for threatened & endangered species concurrence in the NEPA document.

The project, as proposed has been determined to have “**no effect**” to all state or federally listed species or their designated critical habitat.

Below are the Conservation Conditions and survey protocol (if applicable) that will be required for this project. They must be included verbatim in the “green sheet” and NEPA document.

General Conservation Conditions for All Projects (Responsible Party for the measure is found in parentheses):

- A-1 Changes in Project Scope.** If there is a change in the project scope, the project limits, or environmental commitments, the NDOR Environmental Section must be contacted to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration. *(District Construction, Contractor)*
- A-2 Conservation Conditions.** Conservation conditions are to be fully implemented within the project boundaries as shown on the plans. *(District Construction, Contractor)*
- A-3 Early Construction Starts.** Request for early construction starts must be coordinated by the Project Construction Engineer with NDOR Environmental for approval of early start to ensure avoidance of listed species sensitive lifecycle timeframes. Work in these timeframes will require approval from the Federal Highway Administration and could require consultation with the USFWS and NGPC. *(District Construction, Contractor)*
- A-4 E&T Species.** If federal or state listed species are observed during construction, contact NDOR Environmental. Contact NDOR Environmental for a reference of federal and state listed species. *(NDOR Environmental, District Construction, Contractor)*
- A-5 Refueling.** Refueling will be conducted outside of those sensitive areas identified on the plans, in the contract, and/or marked in the field. *(Contractor)*

A-6 Restricted Activities. The following project activities shall, to the extent possible, be restricted to between the beginning and ending points (*stationing, reference posts, mile markers, and/or section-township-range references*) of the project, within the right-of-way designated on the project plans: borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites. Any project related activities that occur outside of these areas must be environmentally cleared/permitted with the Nebraska Game and Parks Commission as well as any other appropriate agencies by the contractor and those clearances/permits submitted to the District Construction Project Manager prior to the start of the above listed project activities. The contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan-sheet or drawing showing the location and dimensions of the activity site, a minimum of 4 different ground photos showing the existing conditions at the proposed activity site, depth to ground water and depth of pit, and the "Platte River depletion status" of the site. The District Construction Project Manager will notify NDOR Environmental which will coordinate with FHWA for acceptance if needed. The contractor must receive notice of acceptance from NDOR, prior to starting the above listed project activities. These project activities cannot adversely affect state and/or federally listed species or designated critical habitat. (*NDOR Environmental, District Construction, Contractor*)

A-7 Waste/Debris. Construction waste/debris will be disposed of in areas or a manner which will not adversely affect state and/or federally listed species and/or designated critical habitat. (*Contractor*)

Overview of Effects and Required Conservation Conditions

Threatened and Endangered Species Effect Determination:

- This project will have "no effect" to all listed species and their habitats.
**If an IPLE was written to justify the no effect determination, the BA is sent to FHWA for concurrence.*
- A "may affect, not likely to adversely affect" determination is made for the following species/critical habitat with the conservation conditions listed below *(and will have "no effect" on all other listed species, except for any listed in the 3rd check box)*:
- A "may affect, likely to adversely affect" determination is made for the following species/critical habitat with the conservation conditions listed below *(and will have "no effect" on all other listed species, except for any listed above)*:

Platte River Flow Depletions and Borrow:

If the excavation of borrow sites will occur within the Platte River Basin and result in open water that could constitute a depletion to the Platte River system, upstream of the Loup confluence, the Nebraska Department of Natural Resources will be contacted. If a borrow site will result in a depletion to the Platte River system, downstream of the Loup confluence, NDOR will coordinate with the Nebraska Game and Parks Commission.

Fish and Wildlife Coordination Act:

A wetland delineation was completed for this project by Mainelli Wagner & Associates, Inc. on 10/31/2011. Based on the current project design, this project will result in 0.15 acres of wetland impacts and 300 feet of stream channel impacts.

Bald and Golden Eagle Protection Act:

This project was also reviewed for potential impacts to bald and golden eagles. NDOR believes the project site does not have appropriate habitat for eagles. Due to the lack of suitable habitat and information that there are no known bald eagle nests within the project area, NDOR has determined that there will be no impact to these species.

Conservation Conditions: *Responsible Party for conservation condition shown in parentheses.*

Listed below are the required Conservation Conditions that apply to this project. These measures are not subject to change without the prior written approval of the Federal Highway Administration. **Copy and paste the conditions listed below verbatim in the NEPA document, the Green Sheet, and in the contract documents:**

- A-1 Changes in Project Scope.** If there is a change in the project scope, the project limits, or environmental commitments, the NDOR Environmental Section must be contacted to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration. *(District Construction, Contractor)*

- A-2 Conservation Conditions.** Conservation conditions are to be fully implemented within the project boundaries as shown on the plans. *(District Construction, Contractor)*
- A-3 Early Construction Starts.** Request for early construction starts must be coordinated by the Project Construction Engineer with NDOR Environmental for approval of early start to ensure avoidance of listed species sensitive lifecycle timeframes. Work in these timeframes will require approval from the Federal Highway Administration and could require consultation with the USFWS and NGPC. *(District Construction, Contractor)*
- A-4 E&T Species.** If federal or state listed species are observed during construction, contact NDOR Environmental. Contact NDOR Environmental for a reference of federal and state listed species. *(NDOR Environmental, District Construction, Contractor)*
- A-5 Refueling.** Refueling will be conducted outside of those sensitive areas identified on the plans, in the contract, and/or marked in the field. *(Contractor)*
- A-6 Restricted Activities.** The following project activities shall, to the extent possible, be restricted to between the beginning and ending points (*stationing, reference posts, mile markers, and/or section-township-range references*) of the project, within the right-of-way designated on the project plans: borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites. Any project related activities that occur outside of these areas must be environmentally cleared/permitted with the Nebraska Game and Parks Commission as well as any other appropriate agencies by the contractor and those clearances/permits submitted to the District Construction Project Manager prior to the start of the above listed project activities. The contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan-sheet or drawing showing the location and dimensions of the activity site, a minimum of 4 different ground photos showing the existing conditions at the proposed activity site, depth to ground water and depth of pit, and the "Platte River depletion status" of the site. The District Construction Project Manager will notify NDOR Environmental which will coordinate with FHWA for acceptance if needed. The contractor must receive notice of acceptance from NDOR, prior to starting the above listed project activities. These project activities cannot adversely affect state and/or federally listed species or designated critical habitat. *(NDOR Environmental, District Construction, Contractor)*
- A-7 Waste/Debris.** Construction waste/debris will be disposed of in areas or a manner which will not adversely affect state and/or federally listed species and/or designated critical habitat. *(Contractor)*

Project Name: 56th St, Shadow Pines – Old Cheney
Federal-aid Number: LCLC-5241(5)
Control Number: 13141

Updated 11/9/11

The overall Biological Assessment package was prepared by:

| | | | |
|---|-----------------|-----------------------|---------|
|  | Zach Cunningham | Biologist / NDOR | 4/24/12 |
| Signature | Printed Name | Title and Agency/Firm | Date |

Approved by the following qualified NDOR biologist:

| | | |
|---|--------------------|---------|
|  | MELISSA MARINOVICH | 4/25/12 |
| Signature | Printed Name | Date |

Approved by FHWA Environmental (*FHWA signature only needed when an Individual Project Level Evaluation, modified Conservation Conditions, or Individual BA is required.*):

| | | |
|-----------|--------------|-------|
| _____ | _____ | _____ |
| Signature | Printed Name | Date |

Check here if the project occurs on federal or tribal land (*NDOR Environmental use only*).
If yes, provide federal or tribal agency name: _____

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Attachment 7 – NDOR Hazardous Materials Approval Memorandum

2/27/13

DATE:

Memorandum

Project: CN 13141, Project Number, LCLC-5241(5), City Project: 701923, South 56th Street: Shadow Pines Drive to Old Cheney Road

From: Parsons Brinckerhoff - Steve Lane, AICP

Date: February 27, 2013

RE: Hazardous/Regulated Materials Review Memorandum

1.0 Introduction and Summary

The City of Lincoln, Nebraska, in cooperation with Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA), is preparing an Environmental Assessment Re-evaluation to evaluate proposed improvements to South 56th Street from Shadow Pines Drive to Old Cheney Road (0.64 miles) in Lancaster County.

This Hazardous/Regulated Materials Review Memorandum was prepared to determine the potential for contamination of properties and business operations located adjacent to the project. Based upon the analysis described below:

- No hazardous material sites with a significant potential for contamination are located adjacent to the South 56th Street proposed improvements.
- No petroleum sites with a significant potential for contamination are located adjacent to the South 56th Street proposed improvements.
- No permitted or unpermitted landfills or RCRA Superfund sites are within one-mile of the South 56th Street proposed improvements.

1.1 Project Description

The project was environmentally cleared with an Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) dated September 9, 1998. As originally evaluated the project included improvements recommended by The City of Lincoln - Lancaster County Comprehensive Plan (1994).

These improvements evaluated in the EA provided for the safe and efficient movement of goods and people to and from the south Lincoln area by upgrading existing two lane rural arterials to urban roadway sections. The following arterial roadways were included in the City of Lincoln Comprehensive Plan (1994) and evaluated in the EA:

- South 14th Street – Old Cheney Road to Pine Lake Road,
- South 40th Street – Pine Lake Road to the city limits (approximately what is now known as Granger Parkway),
- South 56th Street – Old Cheney Road to Pine Lake Road,
- South 70th Street – Pine Lake Road Nebraska Highway 2
- Pine Lake Road – South 14th Street to Nebraska Highway 2.

In addition, the EA also evaluated improving South 14th Street from Pine Lake Road to the southern city of Lincoln limits to two through lanes with a continuous, painted left turn lane.

1.1.1 Portion of the Project Currently Being Advanced

The current re-evaluation focuses on improvements to South 56th Street (Appendix A). The scope of the project consists of the reconstruction of South 56th Street from Shadow Pines Drive to Old Cheney Road (0.64 miles) in the City of Lincoln, Nebraska. The existing pavement will be removed and replaced with full depth curbed concrete pavement from a point immediately north of Shadow Pines Drive north to immediately south the intersection of Old Cheney Road. The roadway section will consist of four through lanes, two in each direction, separated by a raised median, with left and right turning lanes at the major intersections. The intersections at London Road and Waltz Road/Place will have traffic signal warrants developed.

In addition, a bicycle/pedestrian trail undercrossing will be constructed at Beal Slough. The bike/pedestrian trail will connect to the sidewalk system adjacent to South 56th Street and extend north along the west side of South 56th Street to Old Cheney Road. The trail will be 10-feet in width. The new structure at the Beal Slough is proposed as a concrete box culvert with four 14-foot by 14-foot barrels, and incorporates the trail undercrossing into the design. A retaining wall will be used on the west side of South 56th Street south of London Road. A 5-foot (10-feet where it coincides with the bicycle/pedestrian trail) wide concrete sidewalk is proposed on the east and west side of South 56th Street.

The project will include grading along South 56th Street including approach roadways and driveways to South 56th Street. The roadway profile on the approaches to Beal Slough will be raised about four feet. The Beal Slough channel will be relocated further east to accommodate the new roadway section and structure. The potential relocation of the channel would shift the existing channel east paralleling the existing channel.

Stormwater facilities, including curb inlets, will be designed and constructed to maintain proper drainage. In addition to the paving work, signing and striping will be installed to facilitate traffic flow through the project area, and the roadway will have lighting installed. Sanitary sewer reconstruction will be completed as necessary if conflicts exist with other project features. Existing portions of water main will be reconstructed with the project. Electric, telephone, natural gas, and cable TV utilities will also be relocated to accommodate the new roadway section. Dewatering may be required to construct the utilities and box culvert. Erosion control will be used throughout the project and permanent vegetation will be established to stabilize the earthwork.

2.0 Methodology

The Hazardous/Regulated Materials Review Memorandum included the following steps:

- On December 20, 2012, the Nebraska Department of Environmental Quality (NDEQ) website was consulted for the following program lists and locations within 0.1 miles of the project area: Clean Air Act, Brownfields, Integrated Waste Management, Leaking Storage Tanks (LST), Livestock Waste Control, Onsite Wastewater Treatment, NPDES Permits and Compliance, Petroleum Release Remediation, Release Assessment, Resource Conservation and Recovery, Superfund, SARA Title III, and Underground Injection Control.
- Project area reconnaissance to verify the location of sites.
- Documentation of the physical location and type of land use of potential contamination sites identified in the environmental database search.

- Discussion with NDEQ personnel regarding LST sites near the project area on January 30, 2013.

2.1 Data Review Results

As indicated in Table 1, eight sites were identified within or just beyond the 0.1 mile buffer area. These are included as part of the discussion because of potential concerns. The location map (Appendix A) identifies potential hazardous materials and petroleum contamination sites.

Table 1. NDEQ sites around the proposed project area.

| Site No. | NDEQ Site Number | Name | Address | NDEQ Program |
|----------|------------------|------------------------------|---|---------------|
| 1 | 31634 | U Stop Convenience Shop 07 | 5600 Old Cheney Road | TL3, LST, PRR |
| 2 | 52488 | Hangers | 5641 Old Cheney Road | RCR, AIR |
| 3 | 31606 | A&W Restaurant | 5510 Old Cheney Road | LST |
| 4 | 78225 | LT&T 56th and Old Cheney | Between State Highway 2 and Old Cheney Road | LST |
| 5 | 32186 | Quik Print | 5930 South 58th, Suite A | IWM |
| 6 | 32994 | Datastore, Inc | 6130 South 58th, Suite A | RCR, RA |
| 7 | 87340 | London Road-56th Street Park | 6200 South 56th | PCS (NPDES) |
| 8 | 86796 | Cumberland Road Subdivision | 6430 South 56th | PCS (NPDES) |

2.2 Site Reconnaissance

A reconnaissance of the project area was performed in February 20, 2012. The locations of potential hazardous material and petroleum contamination sites were noted and site photographs were obtained. During the site reconnaissance, two locations were identified:

- T.O. Haas Auto Repair, 6900 South 56th Street. The site is an auto repair, auto parts retail area with what appears to be maintenance bays.
- Diamond Vogel, 5900 South 57th Street (Trade Ctr.), Paint manufacturer and retailer

For each site, no soil disturbances or stressed vegetation were observed during the field inspection of the study area. Additionally, no electrical equipment that may contain polychlorinated biphenyls (PCBs) was identified during the field reviews.

2.3 Project Related Concerns

Eight sites were identified from the NDEQ database search on December 20, 2012. Appendix A contains mapping showing the approximate locations of these sites based upon information from the NDEQ. Table 2 identifies the results of the hazardous materials concerns for the project. NDEQ Sites 1, 3, and 4 are identified from the LST program and located in the vicinity of South 56th Street and Old Cheney Road near the project tie-in point (Appendix A). Because of potential for contamination from petroleum releases from these sites, NDEQ was contacted and project related excavation north of

Waltz Place was reviewed. Based upon personal communication with Jeff Edwards of NDEQ on January 31, 2013 with Steve Lane of Parsons Brinckerhoff, all the sites are old and there are no active records of concern at NDEQ. In addition, it should also be noted that based upon the February 20, 2012 field visit, no stressed vegetation were observed within the study area.

While there is minimal chance for encountering hazardous materials from Sites 1, 3, and 4, and cut and fill requirements north of Waltz Place were examined to determine if off-site disposal is necessary for the project. According to the NDEQ's "Management of Petroleum-Contaminated Materials" (May 2007), any petroleum contaminated soils that are excavated and filled within the same property do not require active management, and thus do not need treatment and disposal. Appendix B contains roadway, storm sewer, and water project plan sheets.

For the roadway and sidewalk system (Sheets 4 and 5 in Appendix B), project excavation requirements range from 3 feet near Waltz Place to 0 feet at the tie-in point on South 56th. This maximum of approximately 3 feet of excavation includes the existing pavement and subgrade for South 56th Street. Installation of the earthen shoulder on the east side of South 56th Street will require fill (approximately 3 feet) near the project tie-in point. Because excavated materials will be filled within the same property, active management for petroleum is not needed, and no treatment or disposal is necessary.

For the storm drainage system (Sheet 2-L37 and 2-L38 in Appendix B), north of Waltz Place, excavation includes 7 foot for a manhole, generally 4 feet for inlets, and approximately 6 feet for the pipe itself (which is 15-inches in diameter). For the excavation for the storm drainage system, backfilling will occur from on-site materials, or, if needed, with clean fill brought in from off-site. In accordance with NDEQ's policy, disposal of the excavated material on site does not require coordination. Because excavated materials will be filled within the same property, active management for petroleum is not needed, and no treatment or disposal is necessary.

To tie into the existing water system (Sheets 2-L52 and 2-L53 in Appendix B), north of Waltz Place, cutting will occur at a maximum of 10 feet. For the excavation for the water system, backfilling will occur from the on-site materials, or, if needed, with clean fill brought in from off-site. Because excavated materials will be filled within the same property, active management for petroleum is not needed, and no treatment or disposal is necessary.

In the unlikely event that soils north of Waltz Place cannot be re-used on site, the contractor will complete NDEQ's "Alternative Petroleum-Contaminated Soil Treatment and Disposal Form" and materials will be disposed of based upon coordination with NDEQ.

Table 2. Potential Project Related Concerns.

| Site No. | Facility Name/Address | Regulatory List | Contamination Concern/Storage Tank(s) |
|----------|--|--------------------------|--|
| 1 | U Stop Convenience Shop 5600 Old Cheney Road | SARA Title III, LST, PRR | <ul style="list-style-type: none"> Two 2,000-gallon and two 6,000-gallon UST containing gasoline that are currently in use All four USTs were installed in 1990 One record of potential contamination. Unknown date of occurrence. Facility received a No Further Action status (unknown date) |
| 2 | Hangers 5641 South 56 th Street | CRC, AIR | <ul style="list-style-type: none"> Former Dry Cleaning Establishment |
| 3 | 5510 Old Cheney Road A&W Restaurant, | LST | <ul style="list-style-type: none"> Former petroleum storage site Unknown capacity and disposition of one reported UST Currently a retail establishment |
| 4 | LT&T Between State Highway 2 and Old Cheney Road | LST | <ul style="list-style-type: none"> Unknown capacity and disposition of one reported UST |
| 5 | QuikPrint, 5930 58 th Street, Suite A | IWM | <ul style="list-style-type: none"> Part of a strip mall, north of Old Cheney Road. |
| 6 | Datastore, Inc, 6130 South 58 th Street, Suite A | RCR, RA | <ul style="list-style-type: none"> Computer Storage/Repair Facility |
| 7 | London Road & 56 th Street Park 6200 South 56 th Street S108273049 | NE NPDES | <ul style="list-style-type: none"> NPDES wastewater discharge permit which may have been active during construction activities Current active snow dump and potential construction debris storage observed during the field review Location of the snow dump could not be determined, but it is generally over 500 feet from South 56th Street Potential construction debris storage is approximately 450 feet from the South 56th Street edge-of-pavement |
| 8 | Cumberland Subdivision 6430 South 56 th Street S108113688 | NE NPDES | <ul style="list-style-type: none"> NPDES wastewater discharge permit which may have been active during construction activities |

3.0 Conclusions and Recommendations

No hazardous material or petroleum sites were determined to have a significant potential for contamination for the South 56th Street Project. While NDEQ Sites 1, 3, and 4 are listed within the LST program, no active concerns were identified by NDEQ.

Additionally, because of excavation and fill requirements north of Waltz Place, no off-site disposal would be needed for the project. As a result, NDEQ does not require active management for petroleum contaminated soils. In the unlikely event that soils north of Waltz Place cannot be re-used on site, the contractor will complete NDEQ's "Alternative Petroleum-Contaminated Soil Treatment and Disposal Form" and materials will be disposed of based upon coordination with NDEQ.

If contaminated soils and/or water or hazardous materials are encountered, then all work within the immediate area of the discovered hazardous material will stop until

Attachment 8 – NDOR Noise Memorandum Approval

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Memorandum

DATE August 27, 2012

TO Karl Fredrickson, Project Manager, Parsons Brickerhoff

CC Jon Barber, Highway Environmental Program Manager, Planning and Project Development

FROM Mark Ottemann, Noise/Air and Utilities Engineer, Planning and Project Development

SUBJECT Noise study approval for South 56th Street Old Cheney to Shadow Pines Drive project (C.N. 13141) in Lincoln, NE

The Nebraska Department of Roads (NDOR) Noise Section staff has reviewed the noise study prepared by Parsons Brinckerhoff for South 56th Street Old Cheney to Shadow Pines Drive in Lincoln, NE. NDOR approves the noise study and agrees that Parsons Brinckerhoff's study is consistent with the current noise policy of the state of Nebraska.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Ottemann", written over a horizontal line.

Name

A handwritten date "8.27.12" written in black ink over a horizontal line.

Date

Mark Ottemann, Noise/Air and Utilities Engineer
Planning and Project Development
NDOR

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Attachment 9 – Public Involvement: Disposition of Comments Summary

Public Meeting Materials/Press Releases

Summary

Public Comment Sheets

Response Letters

Individual Meeting Requests (Mailing List, Sample Letter, Summaries)

Sample Noise Ballot Notification Letter

Public Meeting Materials/Press Releases

OPEN HOUSE

South 56th Street, Shadow Pines Drive to Old Cheney Road
Improvement Project
City Project #701923
NDOR #LCLC-5241(5), CN 13141

DATE: June 6, 2012 **TIME:** 5:00PM—6:30PM

LOCATION: Humann Elementary
6720 Rockwood Lane

The City of Lincoln will be hosting an informal Public Open House to discuss this South 56th Street reconstruction project. This project begins at Shadow Pines Drive and proceeds north on South 56th Street to just south of the intersection of Old Cheney Road. The proposed roadway will include: two lanes of travel in each direction separated by a raised median, left and right-turn lanes at major intersections, sidewalks, a bike trail north of Beal Slough, a storm sewer system, a new structure at Beal Slough, a pedestrian undercrossing within the Beal Slough structure, utility improvements and street lighting. Additional right-of-way and construction easements will be required.

You are invited to attend this open house to discuss the project and/or express any concerns you may have regarding this project.



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Improvement Project
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E & A CONSULTING GROUP, INC.
7130 S. 29TH STREET, SUITE D
LINCOLN, NE 68516

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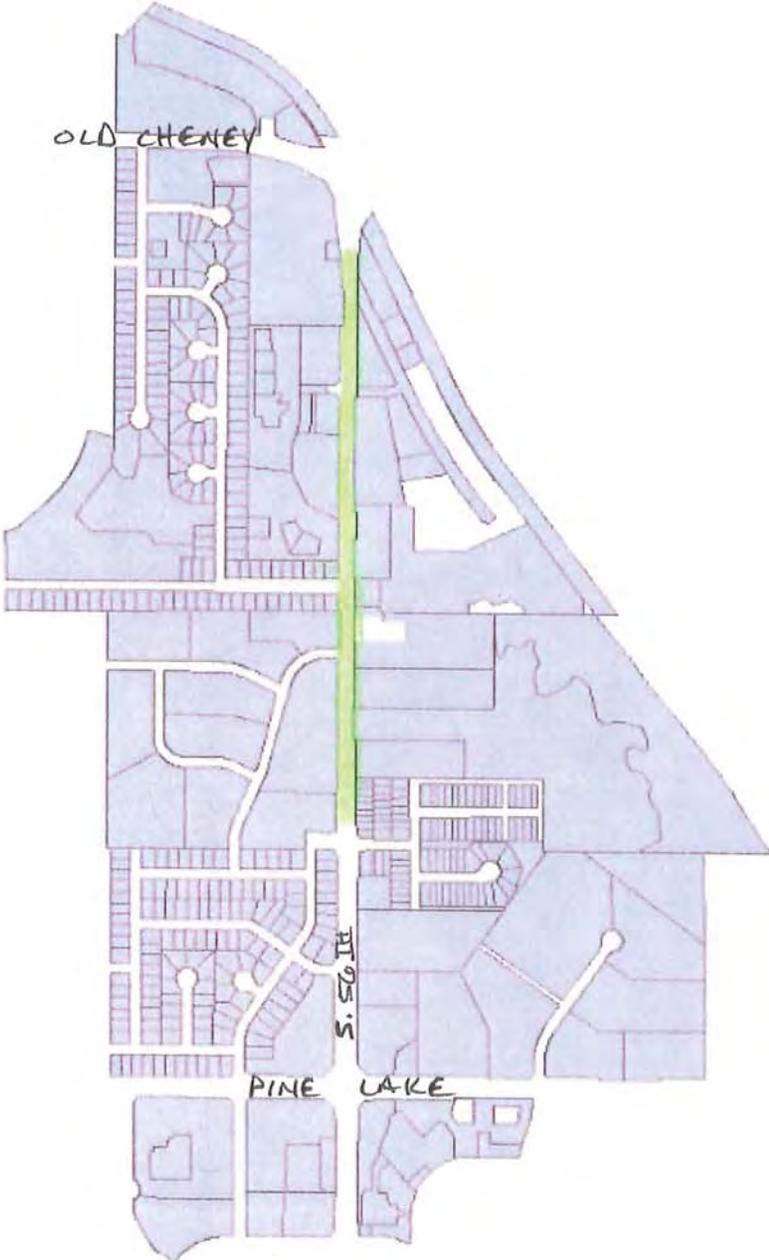


E & A CONSULTING GROUP, INC.
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LINCOLN, NE 68516

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Map showing distribution area of meeting invitation



Public Open House

Wednesday June 6, 2012

WELCOME!

The purpose of tonight's meeting is to:

- Introduce the project
- Gain input from you
- Answer questions

Thank you for your participation!

Project Contacts

Kris Humphrey, PE
City of Lincoln
402-326-1176
khumphrey@lincoln.ne.gov

Fred Beck, PE
E & A Consulting
402-420-7217
fbeck@eacg.com

Forms are available if you choose to offer comments or questions in writing. We would like to hear from you.

More information can be found at lincoln.ne.gov keyword: 56th



SOUTH 56th STREET RECONSTRUCTION

SHADOW PINES DRIVE TO OLD CHENEY ROAD

CITY PROJECT NO. 701923

NDOR PROJECT NO. LCLC-5241(5) - CN 13141

Project Description

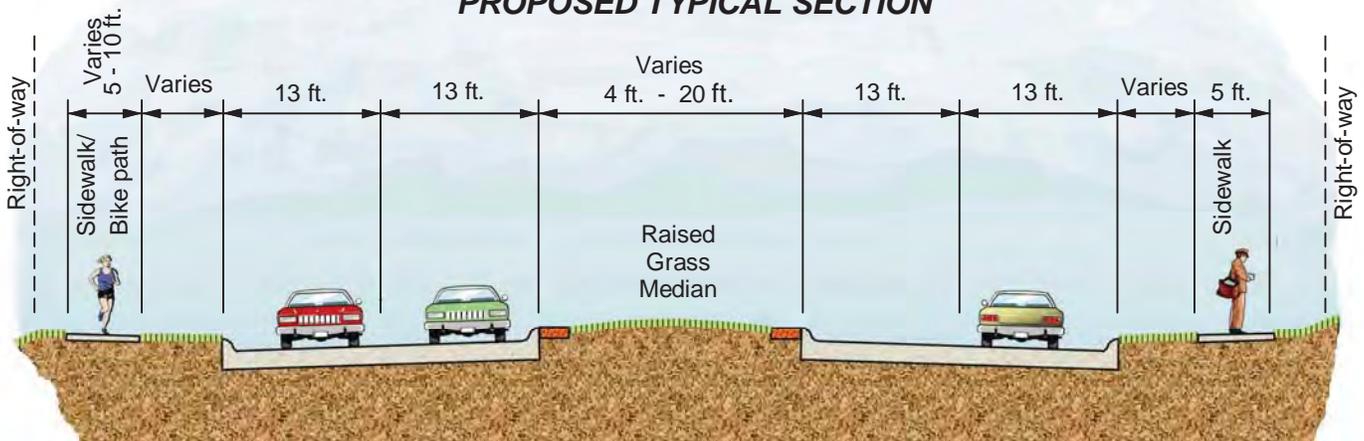
In order to address growth in Southeast Lincoln, The Public Works and Utilities Department recognizes the need for improved roadway infrastructure. This project begins at Shadow Pines Drive and proceeds north on South 56th Street to just south of the intersection of Old Cheney Road. Originally part of a 1998 Environmental Assessment, this project will be reevaluated for current conditions and environmental requirements.

Highlights of the project are:

- The roadway has been designed to have four lanes with raised medians, turn lanes, curbs, storm sewers, and pedestrian facilities on both sides.
- London Road and Waltz Road will be built as full access intersections and will include right and left turn lanes. These intersections will be designed to accommodate future traffic signals when warranted.
- Street lighting will be installed along the length of the project.
- A new drainage structure will be built at Beal Slough. A pedestrian under-crossing will be built as part of this structure.
- Reconstruction of a Water Main will coincide with this project in order to lessen construction impacts in the future.
- Right of Way acquisition will be required for this project.
- Access to adjacent businesses and homes will be maintained at all times.
- This project will be funded, in part, with Federal funds.
- Construction is tentatively scheduled to begin in the Fall of 2014.

A Project Map is shown on the reverse side of this sheet

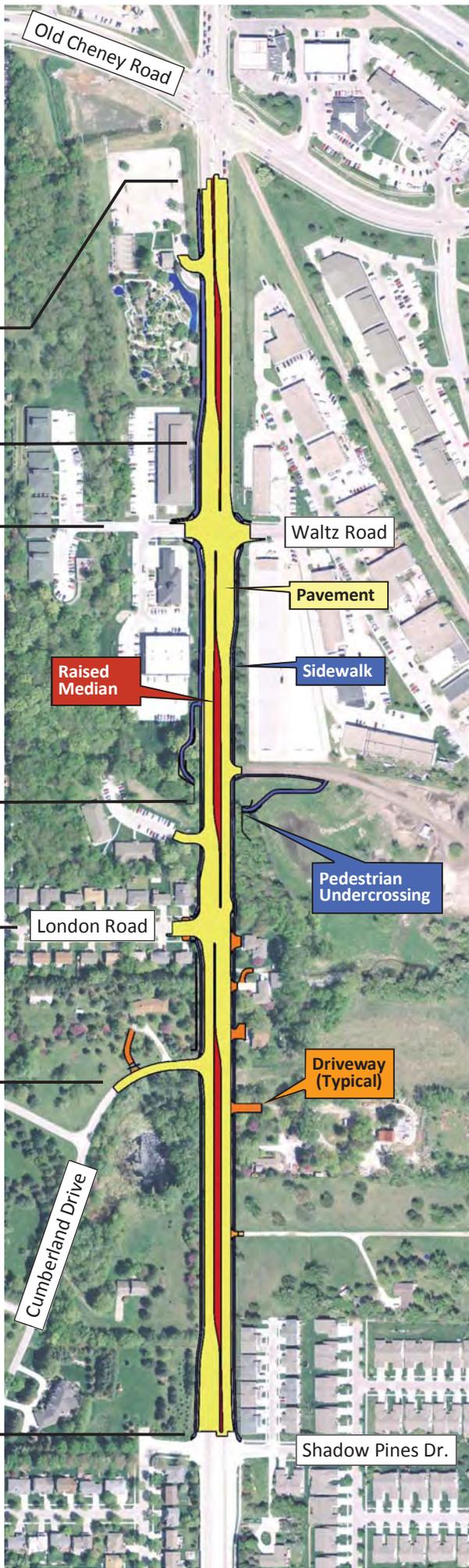
PROPOSED TYPICAL SECTION



PROJECT MAP

SOUTH 56th STREET

SHADOW PINES DRIVE TO OLD CHENEY ROAD



Not to Scale

Old Cheney Road

End construction south of the 56th St. and Old Cheney Rd. intersection.

Trail Construction

Beal Slough to Old Cheney Rd.

Waltz Road

Right and left turn lanes will be constructed — accommodations for future traffic signals.

Beal Slough

Box Culvert construction, Pedestrian Undercrossing and Trail construction.

London Road

Right and left turn lanes will be constructed.

Cumberland Drive

Paving and Water Main improvements.

Shadow Pines Drive

Begin Construction

Waltz Road

Pavement

Sidewalk

Raised Median

Pedestrian Undercrossing

Driveway (Typical)

London Road

Cumberland Drive

Shadow Pines Dr.

Shadow Pine Drive to Old Cheney Road

Four lane roadway construction with raised medians, turn lanes, curbs, storm sewers, sidewalks and street lighting. Water Mains will be constructed at selected locations.

Place
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Here

Fred Beck

E & A Consulting Group, Inc.
7130 South 29th Street
Suite D
Lincoln, NE 68516

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City to host 56th Street design open house

JUNE 05, 2012 10:00 AM • [BY THE LINCOLN JOURNAL STAR](#)

The city will host an open house from 5-6:30 p.m. Wednesday at Humann Elementary School to discuss the proposed reconstruction of South 56th Street from Shadow Pines Drive to Old Cheney Road.

The project will include construction of two lanes of travel in each direction with a raised median and left- and right-turn lanes at major intersections, plus sidewalks, a trail along the west side of 56th Street, storm sewers, utilities, lighting, reconstruction of Beal Slough and a pedestrian undercrossing. The project is expected to begin in 2014, with federal funds covering about 80 percent of the cost.

The open house in the multi-purpose room of the school at 6720 Rockwood Lane will not include a formal presentation, but those attending will be able to review proposed plans and talk about the project with representatives from the design team and city staff.

People requiring additional special accommodations should contact Kris Humphrey at 402-326-1176; direct questions regarding the open house to Humphrey or Fred Beck, E&A Consulting Group, 402-420-7217. For more information, visit lincoln.ne.gov (keyword: 56th Street).

Noise Barrier Meeting Public Notification

AFFIDAVIT OF PUBLICATION

State of Nebraska }
LANCASTER COUNTY, } ss.

INFORMATION MEETING FOR PROPOSED NOISE BARRIER EAST ON SOUTH 56TH STREET AND NORTH OF SHADOW PINES DRIVE
The public is invited to an information meeting from 6 to 7 p.m. Thursday, October 11, 2012 to discuss proposed construction of a noise barrier. The barrier will begin in the northeast corner of the intersection of South 56th Street and Shadow Pines Drive and extend north about 310 feet. The meeting will be held in the multipurpose room at Humann Elementary, 6720 Rockwood Lane. For more information contact Fred Beck, E&A Consulting Group, 402-420-7217, or Kris Humphrey, City Engineering Services Division, 402-441-7711.
#7109863 21 Sept 27, Oct 4

The undersigned, being first duly sworn, deposes and says that she/he is a Clerk of the Lincoln Journal Star, legal newspaper printed, published and having a general circulation in Lancaster County of Lancaster and State of Nebraska, and that the attached printed notice was published in said newspaper two successive time(s) the first insertion having been on the 27 day of September, D., 2012 and thereafter Oct. 4, 2012 and that said newspaper is the legal newspaper under the statutes of the State of Nebraska. The above facts are within my personal knowledge and are further verified by my personal inspection of each notice of each of said issues.

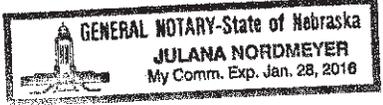
William Johnson

Subscribed in my presence and sworn to before me this _____ day of _____, 20____

[Signature]
Notary Public

Printer's Fee, \$ _____

7109863



Summary

Date: September 20, 2012
To: Project File
From: Fred Beck, P.E. _____
Thru: Kris Humphrey, P.E. _____
Subject: So. 56th St., Shadow Pines Dr. to Old Cheney Rd.
LCLC-5241(5), CN 13141
City Project #701923
Responses to Public Comment Sheets

The following comments are in response to Public Comment Sheets filled out at or following the public open house held on June 6, 2012. A copy of the comment sheets is attached and they are numbered to correspond to the responses listed below. The last 3 sheets, 32 – 34, were notes taken from phone calls received prior to the open house.

1. We agree that timing is important and that improvements are needed. In order to maintain the Federal funding for the project and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. Our schedule to complete this process dictates a bid letting in the summer of 2014 with construction completed in 2015.
2. Part 1 – the project does not include a landscaping plan at this time.
Part 2 – yes, there will be a public comment period following the completion of our draft reevaluation document.
Part 3 – at this time, incentives for early completion are not being considered.
3. The Waltz Road intersection has been studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the roadway project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made, as needed. If vehicles find it difficult to turn northbound onto 56th Street from the businesses west of 56th, they would have the option of turning right (southbound) and make a u-turn at London Road.
4. Part 1 – Existing ADT from Waltz Road to Old Cheney Road – 18,700 vehicles per day. Estimated ADT in 2035 – 22,000 vehicles per day.
Part 2 – public notice will be given if the construction schedule is accelerated, but construction in 2013 is very unlikely.

5. The City and E&A have held one-on-one meetings with both Tom Dingwell and Barry and Nancy Schmoker to discuss access and impacts to their properties. At this time, our design will remain as is with each parcel having a separate driveway and no connection to S. 56th Street from the shared drive.
6. Part 1 – Currently, the east sidewalk ends approximately 500 feet south of Old Cheney Road. Although a sidewalk from Waltz Road to Old Cheney on the east side is not proposed with this project, the area behind the back of curb will be graded to accommodate a future sidewalk on the east side of 56th Street. Pedestrians and trail users will be able to cross 56th Street at a grade separated trail crossing at Beal Slough. The sidewalk on the east side of 56th between Waltz Road and Old Cheney will be constructed at the time the intersection of 56th & Old Cheney is reconstructed. There is currently not room to construct a sidewalk on the east side near old Cheney without reconstructing the railroad crossing gates and associated wiring which is not cost beneficial since the intersection at 56th & Old Cheney will have improvements made within the service life of the 56th Street roadway project.

Part 2 – the City has studied a connecting street through London Road Park from London Road at 56th Street, east to the Trade Center which is located on the east side of the railroad tracks. While it is possible to build this street, several issues justified the decision to not construct this road:

- The need to relocate a home just east of 56th & London Road
- Environmental impacts associated with crossing Beal Slough and nearby wetlands
- Impacts to the 56th & London Road Park
- The need for a new railroad crossing. The goal of the City and the Railroad Transportation District (RTSD) is to reduce the number of train/vehicle conflicts.
- Funding for the project is not available.
- The Trade Center now is connected to Apples Way at the south end of the Trade Center. Although this does not provide a direct connection to a major arterial street, it does allow Trade Center traffic a second access connection to a major street (Highway 2).

Part 3 – at this time, there are no plans to make major improvements to 56th Street such as milling and overlaying which would only be in place for approximately two years of service. However, the City will continue to perform minor maintenance on 56th Street as needed, such as pothole repairs.

Part 4 – yes, LES intends to bury the new power lines within this section of S. 56th Street.

Part 5 - we agree that timing is important and that improvements are needed. In order to maintain the Federal funding for the project and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. Our schedule to complete this process dictates a bid letting in the summer of 2014 with construction completed in 2015.

Part 6 - both the Waltz Road & London Road intersections have been studied for traffic signal warrants. Warrants are not met for existing or future traffic volumes at either

intersection. At the Waltz Road intersection, our design will take into consideration the layout of a future traffic signal, but it will not be built with this roadway project. Once construction is completed, traffic at both intersections will be monitored and modifications will be made, as needed.

7. Construction will be phased in a manner which will provide access to all homes and businesses, at all times. Access will be allowed for local traffic only. Through traffic will be detoured along other major city streets. Access may be inconvenient at times, but we will try to minimize impacts to adjacent properties.
8. The Waltz Road intersection has been studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the roadway project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made, as needed. If vehicles find it difficult to turn northbound onto 56th Street from the businesses west of 56th, they would have the option of turning right (southbound) and make a u-turn at London Road.
9. Part 1 - at this time, there are no plans to make major improvements to 56th Street such as milling and overlaying which would only be in place for approximately two years of service. However, the City will continue to perform minor maintenance on 56th Street as needed, such as pothole repairs.

Part 2 – warrants for a traffic signal at Shadow Pines Drive and/or Madalyn Road have been studied. Neither intersection meets warrants for a signal at this time, thus a signal at these two locations will not be constructed with the project.

Part 3 – improvements to the Old Cheney Road/S. 56th Street intersection, as well as the S. 56th Street/Highway 2 intersection are not part of the scope of this project. these intersections will be studied by the City in the future under a separate project.

Part 4 – the intersection of Madalyn Road and 56th Street is out of the scope of this project. If Madalyn Road was to extend east of 56th Street, a developer would need to propose the idea, and at that time the City would review the intersection.

10. Warrants for a traffic signal at Shadow Pines Drive have been studied. This intersection does not meet warrants for a signal at this time, thus a signal at the intersection of 56th & Shadow Pines Drive will not be constructed with the project. The City will continue to monitor this intersection after the project is constructed to determine if a signal is warranted in the future.
11. Local traffic will be allowed along 56th Street and access to businesses will be provided at all times during construction. To allow through traffic during construction would mean significant additional cost and a much longer period of construction. A number of these drivers would likely find another route in order to avoid the work zone and the delays. Our goal is to be efficient with limited available funding and to minimize the amount of construction time required. The City has a “Coping with construction” page on its web site that gives businesses ideas to attract or retain business during construction.

12. We agree that timing is important and that improvements are needed. In order to maintain the Federal funding for the project and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. Our schedule to complete this process dictates a bid letting in the summer of 2014 with construction completed in 2015.
13. 56th Street reconstruction between Pine Lake Road and Yankee Hill Road is not in the City's 6-year Capital Improvement Program (CIP). When this section of roadway becomes a higher priority, it will be programmed accordingly. This section of 56th Street is included in the 2040 Long Range Transportation Plan as a project projected to be completed by 2025.
14. We agree that timing is important and that improvements are needed. This project had been scheduled for construction in 2006 with funding tied to the 2004 bond issue which was not approved by the citizens of Lincoln. Without the money required to buy right-of-way or build the project, it was placed on hold until recently when Federal funding was identified. In order to maintain the Federal funding and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. Our schedule to complete this process dictates a bid letting in the summer of 2014 with construction completed in 2015.
15. Part 1 – The design of 56th Street does include raised medians and the location of median breaks within this project follows the City's Access Management Policy. Also, in order to minimize impacts to adjacent properties near Cumberland Drive, our design has a grade differential within the median which prohibits the inclusion of a median break. Capacity and safety were also part of the decision making process regarding a median break at Cumberland Drive. We realize this may add some traffic to other streets, not just London Road. The streets within the project vicinity will be monitored following construction of 56th Street and improvements will be made, as needed. Vehicles will have the option of turning right (southbound) from Cumberland and make a u-turn at Shadow Pines Drive.

Part 2 - We agree that improvements are needed. This project had been scheduled for construction in 2006 with funding tied to the 2004 bond issue which was not approved by the citizens of Lincoln. Without the money required to buy right-of-way or build the project, it was placed on hold until recently when Federal funding was identified. In order to maintain the Federal funding and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. Our schedule to complete this process dictates a bid letting in the summer of 2014 with construction completed in 2015.
16. The London Road intersection has been studied for traffic signal warrants, which are not met for existing or future traffic volumes. The intersection will be designed to allow for a traffic signal, but a signal will not be built with the roadway project. Once construction is completed, this intersection, and others, will be monitored and modifications will be made, as needed.

17. We agree that timing is important and that improvements are needed. In order to maintain the Federal funding for the project and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. Our schedule to complete this process dictates a bid letting in the summer of 2014 with construction completed in 2015.
18. Widening S. 56th Street under traffic, half at a time, similar to interstate projects is possible although not as simple in an urban setting with limited space. To keep 56th Street open to through traffic would mean significant additional cost and a longer construction period. Our goal is to find an efficient method of reconstructing 56th Street, keeping the safety of motorists and workers in mind, while also minimizing impacts to local businesses and home owners. By closing the street to through traffic, we have best met this goal. We are currently proceeding with closing the road to through traffic starting in winter 2014/1015 through the end of the 2015 construction season. Using a permit process through the City you will be able to place business signs directing traffic to your business. More information about coping through construction as a business owner can be found on the City's web site at <http://lincoln.ne.gov/city/pworks/engine/dconst/copecnst/index.htm>.
19. Warrants for a traffic signal at Shadow Pines Drive have been studied, but it does not meet warrants for a signal at this time, thus a signal at the intersection of 56th & Shadow Pines Drive will not be constructed with the project.
20. Part 1 - at this time, there are no plans to make major improvements to 56th Street such as milling and overlaying which would only be in place for approximately two years of service. However, the City will continue to perform minor maintenance on 56th Street as needed, such as pothole repairs.

Part 2 - warrants for a traffic signal at Shadow Pines Drive have been studied, but it does not meet warrants for a signal at this time, thus a signal at the intersection of 56th & Shadow Pines Drive will not be constructed with the project. The City will continue to monitor this intersection after the project is constructed to determine if a signal is warranted in the future.
21. Warrants for a traffic signal at Shadow Pines Drive have been studied, but it does not meet warrants for a signal at this time, thus a signal at the intersection of 56th & Shadow Pines Drive will not be constructed with the project. The City will continue to monitor this intersection after the project is constructed to determine if a signal is warranted in the future.
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23. The Waltz Road intersection has been studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the

layout of a future traffic signal, but it will not be built with the roadway project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made, as needed. If vehicles find it difficult to turn northbound onto 56th Street from the businesses west of 56th, they would have the option of turning right (southbound) and make a u-turn at London Road.

24. Part 1 - we agree that timing is important and that improvements are needed. This project had been scheduled for construction in 2006 with funding tied to the 2004 bond issue which was not approved by the citizens of Lincoln. Without the money required to buy right-of-way or build the project, it was placed on hold until recently when Federal funding was identified. In order to maintain the Federal funding and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. Our schedule to complete this process dictates a bid letting in the summer of 2014 with construction completed in 2015.

Part 2 - at this time, there are no plans to make major improvements to 56th Street such as milling and overlaying which would only be in place for approximately two years of service. However, the City will continue to perform minor maintenance on 56th Street as needed, such as pothole repairs.

25. A roundabout design was studied at Waltz Place with mixed results. While there would be less delay or waiting time on Waltz, there would also be speed reductions and/or stop conditions for all traffic on 56th Street, which is the predominant movement. Therefore, the overall amount of delay time would actually be higher with a roundabout. The decision was made to not build a roundabout at this intersection.
26. The Waltz Road intersection has been studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the roadway project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made, as needed. If vehicles find it difficult to turn northbound onto 56th Street from the businesses west of 56th, they would have the option of turning right (southbound) and make a u-turn at London Road.
27. We agree that timing is important and that improvements are needed. This project had been scheduled for construction in 2006 with funding tied to the 2004 bond issue which was not approved by the citizens of Lincoln. Without the money required to buy right-of-way or build the project, it was placed on hold until recently when Federal funding was identified. In order to maintain the Federal funding and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. Our schedule to complete this process dictates a bid letting in the summer of 2014 with construction completed in 2015.
28. The design of 56th Street does include raised medians and the location of median breaks within this project follows the City's Access Management Policy. Also, in order to minimize impacts to adjacent properties near Cumberland Drive, our design has a grade differential within the median in the vicinity of Cumberland Drive which prohibits the inclusion of a median break. (The northbound lanes will be at a lower elevation than the

southbound lanes). Capacity and safety were also part of the decision making process regarding a median breaks. We realize this may add some traffic to other streets within the project vicinity. Vehicles will have the option of turning right (southbound) from Cumberland Drive and make a u-turn at Shadow Pines Drive.

29. The Waltz Road intersection has been studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the roadway project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made, as needed. If vehicles find it difficult to turn northbound onto 56th Street from the businesses west of 56th, they would have the option of turning right (southbound) and make a u-turn at London Road. Also, the dynamics of the traffic along 56th Street will change after construction. With the addition of two more through lanes, the gaps between platoons of through vehicles on 56th Street may be greater after construction.
30. The Waltz Road intersection has been studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the roadway project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made, as needed. If vehicles find it difficult to turn northbound onto 56th Street from the businesses west of 56th, they would have the option of turning right (southbound) and make a u-turn at London Road. Also, the dynamics of the traffic along 56th Street will change after construction. With the addition of two more through lanes, the gaps between platoons of through vehicles on 56th Street may be greater after construction.
31. The Waltz Road intersection has been studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the roadway project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made, as needed. If vehicles find it difficult to turn northbound onto 56th Street from the businesses west of 56th, they would have the option of turning right (southbound) and make a u-turn at London Road. Also, the dynamics of the traffic along 56th Street will change after construction. With the addition of two more through lanes, the gaps between platoons of through vehicles on 56th Street may be greater after construction.
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33. The Waltz Road intersection has been studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the roadway project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made, as needed. If vehicles find it difficult to turn northbound onto 56th Street from the businesses west of 56th, they would have the option of turning right (southbound) and make a u-turn at London Road. Also, the dynamics of the traffic along 56th Street will change after construction. With the addition of two more through lanes, the gaps between platoons of through vehicles on 56th Street may be greater after construction.
34. The Waltz Road intersection has been studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the roadway project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made, as needed. If vehicles find it difficult to turn northbound onto 56th Street from the businesses west of 56th, they would have the option of turning right (southbound) and make a u-turn at London Road. Also, the dynamics of the traffic along 56th Street will change after construction. With the addition of two more through lanes, the gaps between platoons of through vehicles on 56th Street may be greater after construction.

Public Comment Sheets

SOUTH 56th STREET RECONSTRUCTION

Shadow Pines Drive to Old Cheney Road

City Project No. 701923

NDOR Project No. LCLC-5241(5) - CN 13141

Public Open House - June 6, 2012



1

Do you have any comments or questions about this South 56th Street Paving Project?

If so, we would like to hear from you. Please write your comments in the space below and return them to E & A Consulting Group, Inc. You can drop this form off on your way out, or you may take it with you and mail it later. **Thank You for your participation!**

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City Contact:

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SOUTH 56th IS A VERY IMPORTANT ROADWAY PARTICULARLY GIVEN
THE GENERAL LACK OF CONNECTIVITY IN THE AREA.
THEREFORE, TIME IS OF THE ESSENCE FOR THIS PROJECT.
THE SOONER, THE BETTER!

Optional Information

Name DICK LUDWIG

Address 6611 TANGLEWOOD LANE

Telephone No. 402/525-8597

What is your interest in the Project? FREQUENT USER OF S. 56th ST.

Do you wish to be contacted regarding your comment? NOT NECESSARY.

SOUTH 56th STREET RECONSTRUCTION

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Is there a landscaping plan to replace trees and buffer the impacts to adjacent projects?

Is there a public comment period for the updated environmental assessment?

Get this built! 14 yrs is long enough to wait.

Are there incentives for expedited construction?

Optional Information

Name Ray Hurd

Address 5430 Happy Hollow Lane
Lincoln

Telephone No. 402-560-3394

What is your interest in the Project? Homeowner

Do you wish to be contacted regarding your comment? Yes

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Our businesses' chief concern is the delay in placing an "actuated" traffic light at the 56th & Waltz Place intersection. I know the traffic count at this time, is just slightly below guidelines, but I would hate to see a young parent leaving their daycare center be involved in a preventable accident. Secondly, the inability for all the employees to leave work and try to enter 56th St. North.

Optional Information

Name TOM Blankenau

Address 5945 S. 56th

Telephone No. 402-428-9344

What is your interest in the Project? _____

Do you wish to be contacted regarding your comment? _____

4

SOUTH 56th STREET RECONSTRUCTION

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TRAFFIC COUNT NOW VS. PROJECTED TRAFFIC COUNT ONCE PROJECT IS FINISHED.

Ample warning if project is moved to 2013

Optional Information

Name STAN TAFIYA STANTAFIYA@EXCITE.COM

Address 6101 S. 56th (CUSTOM BLINDS)

Telephone No. _____

What is your interest in the Project? _____

Do you wish to be contacted regarding your comment? _____

SOUTH 56th STREET RECONSTRUCTION

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Tom Dingwell (6410) and I share a third driveway that allows him access to his large garage behind his home for his race car and trailer and I will not be able to access ^{my} garage to take my boat in and out of my garage. I presently pull my boat and trailer in the driveway to my south (shared drive) and drive across the front yard and pull out into 56th street using my driveway in front of my garage. If I wait until traffic clears in both directions, I then can pull out and back into my garage. I do not see any other way to use my boat or get access to the back of my property to load my truck camper which is stored at the back of my lot. This is the simplest and probably the cheapest solution.

Optional Information

Name Barry & Nancy Schmoker
Address 6400 So. 56th

Telephone No. 402-450-3937

What is your interest in the Project? homeowner on 56th - loss of value and access

Do you wish to be contacted regarding your comment? I have discussed this, but more discussions need to follow to solve this problem.

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SOUTH 56th STREET RECONSTRUCTION

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Sidewalk extended from Wally Road to Old Cheney on East Side. Leaving it unfinished prohibits access from S. 56th to Lincoln Trade Center without crossing dangerous intersection at Old Cheney & 56th St.

There needs to be access road from London Road to Apples Way. Only one way in/out of Lincoln Trade Center. Congested area.

Can we get improvements on existing 56th Street since project start date is fall of 2014? We travel this road constantly and it is difficult on cars, trucks and dangerous when oncoming cars are swerving to avoid potholes.

Optional Information

Name Greg & Paula Widholm

Address 7421 S. 50th St.
Lincoln NE 68516

Telephone No. 402/423-6668

What is your interest in the Project? frequently travel this road

Do you wish to be contacted regarding your comment? yes

1 of 2

SOUTH 56th STREET RECONSTRUCTION

Shadow Pines Drive to Old Cheney Road

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Will power lines be buried?

What can we do to speed up this project? It is long overdue and with amount of traffic becoming more dangerous by the day.

Please no traffic lights on London Rd or Waltz Road. Not needed for amount of traffic to those homes & businesses! The widening and turn lanes will improve their traffic concerns.

Optional Information

Name Gregg & Paula Widholm

Address 7921 S 50th St
Lincoln NE 68516

Telephone No. 402/423-6168

What is your interest in the Project? _____

Do you wish to be contacted regarding your comment? _____

2 of 2

SOUTH 56th STREET RECONSTRUCTION

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regarding property Country Plaza South

6355 S. 56th
6345 S. 56th

I'm a property owner.

access in & out during construction is critical for our clients.

Optional Information

Name Dan Klein
Address 1901 SW 5th St

Telephone No. 402-435-3550

What is your interest in the Project? property owner along S. 56th

Do you wish to be contacted regarding your comment? _____

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I own Fauchon's Nails, and we all would like a traffic ~~light~~ at Wally Place. ^{traffic signal}
It doesn't sound like it is going to happen due to the warrants.
Maybe some fatalities might wake some people up!

Optional Information

Name _____

Address _____

Telephone No. _____

What is your interest in the Project? _____

Do you wish to be contacted regarding your comment? _____

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I'm concerned about the existing pavement, especially between London & Shadow Pines. It's in terrible condition, with vehicles swerving to straddle the deep ruts and ~~annual~~ cracks. These vehicles often cross left-off center with oncoming traffic present. From discussing with Maintenance staff for this area, there is no plans for them to perform any work on this section of 56th St. I can't imagine the condition of the pavement 2 1/2+ years from with no maintenance work.

Other concern is the future plans for a traffic signal at Shadow Pines. Westbound traffic ~~at~~ Shadow Pines is not a through-street and is forced to take immediate left. Madalyn feels the neighborhood as a more major street. Why can't it be possible to develop the land east of 56th with an intersection across from Madalyn & move traffic light there. It's possible to time with light @ Pine Lake; there are similar neighborhood traffic signals close to major arterial intersections in Lincoln.

-> Side note: Left-turn traffic @ 56th on Hwy 2 becomes dangerous during high volume traffic periods. Turn bay not large enough for the capacity.

Optional Information

Name _____

Address _____

Telephone No. _____

What is your interest in the Project? _____

Do you wish to be contacted regarding your comment? _____

SOUTH 56th STREET RECONSTRUCTION

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A traffic light at Shadow Pines Drive would be advisable. It is difficult to turn South from Shadow Pines Drive due to the amount of traffic on 56th. Traffic will only increase with the building in south Lincoln.

An activated traffic signal could be installed.

Optional Information

Name Bob Black

Address 5731 Shadow Ln
Lincoln, NE 68516

Telephone No. 402-560-1948

What is your interest in the Project? Live in Shadow Pines

Do you wish to be contacted regarding your comment? Yes

SOUTH 56th STREET RECONSTRUCTION

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The Widening + improvements proposed in my opinion are very needed + seem very well thought out + logical. It should be a great improvement when done. My biggest concern is the length of time that ~~the~~ 56th st will be closed. I was told it would be closed for a year, that has a very negative impact to businesses in the area. Details are quite a distance away.

Optional Information

Name _____

Address _____

Telephone No. _____

What is your interest in the Project? I own a business at 5500 old Cheney Rd

Do you wish to be contacted regarding your comment? _____

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Lincoln, NE 68516
Phone: 402-420-7217
email: fbeck@eacg.com

City Contact:

Kris Humphrey
Engineering Services
901 West Bond Street
Suite 100
Lincoln, NE 68521
Phone: 402-326-1176
email: khumphrey@lincoln.ne.gov

Let's get started!! Too long overdue.
roads all around have been improved.
this section is now a horrible bottleneck.
thanks!!
~~##~~

Optional Information

Name Cathy Robertson

Address 6940 S 51st
68516

Telephone No. 402-420-1296

What is your interest in the Project? High - neighbor

Do you wish to be contacted regarding your comment? only if needed.

SOUTH 56th STREET RECONSTRUCTION

Shadow Pines Drive to Old Cheney Road

City Project No. 701923

NDOR Project No. LCLC-5241(5) - CN 13141

Public Open House - June 6, 2012



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What about the piece of road between Union Hill + Yankee Hill on 56th? It is a nasty hodge-podge of entrances + broken pavement. Will this be scheduled sooner than later.

Optional Information

Name Ray Bloomquist

Address 15490 LIBERTY LN
LINCOLN, NE 68516

Telephone No. 402-421-3705

What is your interest in the Project? I live on 56th

Do you wish to be contacted regarding your comment? Sure.

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56th Street is very dangerous NOW. I have lived at 5301 Concord Road for 42 years. It has been discussed for many many years that this street was going to be replaced.

Now we are told 2014. We need new people to run our city. We are getting an arena, but have a street as unsafe as 56th Street is in this area.

Optional Information

Name Geanine Bordogna

Address 5301 Concord Road
Lincoln, NE 68516

Telephone No. 402 423-9263

What is your interest in the Project? Getting the project done NOW.

Do you wish to be contacted regarding your comment? yes, tell me what I can do to get the project done sooner. I live with how dangerous it is every day.

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We access 56th from Cumberland Dr. It is sometimes (most often) difficult to get on 56th esp. going North. With this plan all current vehicles will be funneled to London Rd. to access North Bond. It would seem there would immediately be a need for a traffic signal to facilitate traffic especially during rush hour times.

Also very surprised it will be 2 more years before this project begins. 2 years and more late being done already!

Optional Information

Name Karen Hand

Address 6401 Concord Circle

Telephone No. 402-423-1244

What is your interest in the Project? live 3 blks from project use

Do you wish to be contacted regarding your comment? not necessarily

56th Daily.
please note need.

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I am still concerned about traffic coming off London onto 56th. It is extremely difficult now to get pulled out with all the traffic. London is a very used street from Cripple Creek, Williamsburg & also the school. A stop light would certainly help those who use this every day - especially early morning & late afternoon. Is a timed stop light an option for those times of day.

Optional Information

Name Evelyn Richards

Address 5111 London Rd

Telephone No. 402-420-1297

What is your interest in the Project? Resident

Do you wish to be contacted regarding your comment? _____

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When Pine Lake & 56th Street were shut down for widening construction, even though you worked with us to delay the start of that project til June 1st, our business volume at that store dropped over 30%. Four years later we still are regaining that lost sales volume.

It would make more sense for businesses along the construction and north & south of the construction to have one lane each way maintained and construct one half at a time. If they can do it on the interstate we can figure out a way to do it in already developed commercial areas.

Optional Information

Name Dick Campbell
Address 5625 PINE LAKE ROAD
68516

Telephone No. 402-423-4556

What is your interest in the Project? Business Development

Do you wish to be contacted regarding your comment? I would like to know a final decision.

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I feel that there needs to be a traffic signal (stop light) at 56th & Shadow Pines Drive. Traffic is sure to increase following construction and the people living in Shadow Pines are going to have an increasingly hard time getting onto 56th Street especially for a left turn.

Optional Information

Name Bob Person

Address 5824 Shadow Lane

Telephone No. 402-828-2881

What is your interest in the Project? Shadow Pines neighborhood

Do you wish to be contacted regarding your comment? _____

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Please repair the street going south at about 6400. So. 56th. This has never been fixed for almost 2 years. Please don't wait for the ~~rep~~ reconstruction.

Also please consider installing traffic signals at Shadow Pines.

Optional Information

Name Coleen Shepler

Address 6735 S. 57th St.

Telephone No. 402-328-0667

What is your interest in the Project? Live in Shadow Pines

Do you wish to be contacted regarding your comment? That would be nice.

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Any possibility of a traffic light at Shadow Pines Drive & South 56th?

Optional Information

Name _____

Address _____

Telephone No. _____

What is your interest in the Project? _____

Do you wish to be contacted regarding your comment? _____

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Traffic light is needed at
56th & Shadow Pines Drive.

Optional Information

Name Joe Bentley
Address 5235 Shadow Pines Ct

Telephone No. _____

What is your interest in the Project? _____

Do you wish to be contacted regarding your comment? _____

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We would appreciate it if you would consider a light at the intersection of 56th & Wally. It is truly needed now!

Optional Information

Name Nanci Mahenski-Quick

Address 6101 So. 56th St
Lincoln, NE 68516

Telephone No. 402 420 9292

What is your interest in the Project? Access

Do you wish to be contacted regarding your comment? no.

June 8, 2012

I was at the recent meeting regarding the reconstruction of 56th. I live in the Shadow Pines Townhouse area and my main question is the timing. When I purchased my townhome in 2002, I was told 56th would be widened in the next couple of years. Yes it was widened from our entrance to Pine Lake, but why at that time did you not continue to Old Cheney? The interection of Old Cheney and 56th is already a nightmare without adding the possibility of u-turns in order to access the miniature golf course from the south. The left turn light from 56th to Old Cheney lasts for two cars as it is and the angle of the corner is awful.

If this is truly not going to happen until the fall of 2014, surely there are plans to resurface the street. It is in terrible condition, especially travelling south. So why go to the expense of resurfacing without widening it at the same time.

Again my main concern is the delay in starting the project.

Marilyn Watson

SOUTH 56th STREET RECONSTRUCTION

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ROUNDABOUT AT 56TH & WALTZ PLACE
PLEASE -

Optional Information

Name TOM GRAYTON CPA

Address 5935 SOUTH 56TH ST
LINCOLN, NE 68516

Telephone No. 402 486 3600

What is your interest in the Project? I WORK HERE

Do you wish to be contacted regarding your comment? IF IT WOULD HELP YOU

SOUTH 56th STREET RECONSTRUCTION

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I would like to express my concern for the planned 56th Street construction project. I frequent the intersection at Waltz Road & 56th Street often. It is invariably busy. Cars & trucks wait extended time ~~to~~ to turn right & left on to 56th Street coming from the east & the west off of Waltz Rd. People become impatient & I have witnessed a number of near misses; please I understand there have been worse accidents. The area will only get busier in the next few years & a traffic light at this intersection seems to be an imperative improvement. Please give this more consideration.

Optional Information

Name Barbara J. (Mrs. Con M.) Keating
Address 2124 The Knolls

Telephone No. _____

What is your interest in the Project? _____

Do you wish to be contacted regarding your comment? _____

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I am terribly disappointed that this project might not be let out for bids until Aug. 2014. In fact, I am thoroughly disgusted at all of this delay. I was told in 2001 when I purchased this new townhouse that S-56 (Old Cheney) would be widened in 2 or 3 years. I was told at the meeting, the city must purchase "right of way" - well, do it. This project should be started in 2013.

S-56 is old, narrow, rough and does not drain properly

Optional Information

Name Ms. Lela De Voe
Address 5834 Shadow Ln.
Lincoln, NE 68516

Telephone No. _____

What is your interest in the Project? the location of my home

Do you wish to be contacted regarding your comment? it would not

do any good

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Why can you not have ability to turn North onto
56th street from Cumberland drive?

Optional Information

Name Eric Vander Woude

Address 6400 Concord Cirde

Telephone No. 402-261-8641

What is your interest in the Project? Homeowner

Do you wish to be contacted regarding your comment? yes

SOUTH 56th STREET RECONSTRUCTION

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Need a traffic light at Waltz
road / 56th Street

Very busy with daycare,
bank, dentist, etc

Takes a long time to get
out onto 56th going north

Optional Information

Name Sibby Hoffmeier
Address 4624 Birch Creek Dr
68516

Telephone No. 402 3560-7359

What is your interest in the Project? Use 56th to get to work @ day

Do you wish to be contacted regarding your comment? Sure!

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Bravo on this project - however as a driver who must make a turn onto 56th from Waltz Road - I question why a traffic light is not being installed at the time of the reconstruction. Why wait for accidents? Thank you for the consideration!

Optional Information

Name _____

Address _____

Telephone No. _____

What is your interest in the Project? *Frequent* A client of businesses on Waltz.

Do you wish to be contacted regarding your comment? No

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It has come to our attention, that there are no plans right now to include traffic lights at the intersection of 56th + Walz Rd. I am at this intersection at least 3 times a week + it is very dangerous to try and get across or onto 56th from the west. When 56th is widened to 4 lanes in will be close to impossible to go North from the west side + to go South from the East. There are people picking up kids from the daycare, so a lot of these cars have children in and are risking their lives trying to get onto 56th. Please rethink this decision before we have a fatal accident at this intersection!

Optional Information

Name Cheryl Benes

Address 2840 N. 57

Telephone No. 402-540-3455

What is your interest in the Project? _____

Do you wish to be contacted regarding your comment? _____

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06/05/12

P. D. DUENSING CALLED ME AND COMMENTED ON THE ROAD CONDITION & AMOUNT OF TRAFFIC IT CARRIES. HE REQUESTED THAT THE CONSTRUCTION SCHEDULE BE ACCELERATED. 'BUILD THE PROJECT AS SOON AS POSSIBLE'. I EXPLAINED THAT THE ROW ACQUISITION PROCESS CAN TAKE A GREAT DEAL OF TIME AND, IF POSSIBLE, WE WILL BEGIN CONSTRUCTION SOONER.

FB

Optional Information

Name _____

Address NEAR 56th & ROKEBY
10435 WEEKS DRIVE

Telephone No. _____

What is your interest in the Project? DRIVES THRU HERE 3-4 TIMES/WEEK

Do you wish to be contacted regarding your comment? _____

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06/05/12

ERIN MARR CALLED KRIS H. AND ASKED FOR A SIGNAL AT WALTZ ROAD.

KRIS TOLD HER THAT A SIGNAL WAS NOT WARRANTED AT THIS TIME, BUT ~~THE~~ SIGNAL POLES WOULD BE INSTALLED W/O MAST ARMS. THE POLE WOULD BE USED FOR LIGHTING.

FB

Optional Information

Name _____

Address _____

Telephone No. _____

What is your interest in the Project? USES THE ROAD

Do you wish to be contacted regarding your comment? _____

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NDOR Project No. LCLC-5241(5) - CN 13141

Public Open House - June 6, 2012



34

Do you have any comments or questions about this South 56th Street Paving Project?

If so, we would like to hear from you. Please write your comments in the space below and return them to E & A Consulting Group, Inc. You can drop this form off on your way out, or you may take it with you and mail it later. *Thank You for your participation!*

Consultant Contact:

Fred Beck

E & A Consulting Group, Inc.

7130 South 29th Street

Suite D

Lincoln, NE 68516

Phone: 402-420-7217

email: fbeck@eacg.com

City Contact:

Kris Humphrey

Engineering Services

901 West Bond Street

Suite 100

Lincoln, NE 68521

Phone: 402-326-1176

email: khumphrey@lincoln.ne.gov

06/06/12

JOAN ANDERSON CALLED KRIS H. AND REQUESTED A SIGNAL AT WALTZ ROAD.

KRIS TOLD HER THAT A SIGNAL IS NOT WARRANTED AT THIS TIME BUT SIGNAL POLES W/O MAST ARMS WOULD BE INSTALLED FOR LIGHTING.

FB

Optional Information

Name _____

Address _____

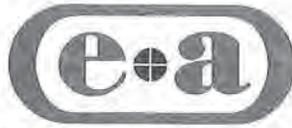
Telephone No. _____

What is your interest in the Project? DAY CARE & PHYSICAL THERAPY BUSINESSES

Do you wish to be contacted regarding your comment? _____

Intentionally Left Blank

Response Letters



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LINCOLN, NEBRASKA 68516-5841

www.eacg.com

PHONE: (402) 420-7217
FAX: (402) 420-7218

September 20, 2012

Mr. Bob Black
5731 Shadow Lane
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. Black;

On June 6, 2012, the City of Lincoln held a public open house to discuss the design for the project to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Sheets were provided at this meeting for public comment and we have received one from you on which you indicated you would like to be contacted regarding your comments. A copy of your comment sheet is attached for reference. Below is our response to your comments:

Warrants for a traffic signal at Shadow Pines Drive have been studied. This intersection does not meet warrants for a signal at this time, thus a signal at the intersection of 56th & Shadow Pines Drive will not be constructed with the project. The City will continue to monitor this intersection after the project is constructed to determine if a signal is warranted in the future.

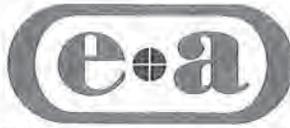
Your interest in this project and your comments are greatly appreciated. A second public open house will be held when we are close to the start of construction. We anticipate this meeting will be held in late fall of 2014. In the mean time, feel free to call me at (402) 420-7217 or by e-mail at fbeck@eacg.com or Kris Humphrey, City of Lincoln Project Manager, at (402) 326-1176 or khumphrey@lincoln.ne.gov, if you have any further questions or comments.

Sincerely,

Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

Attachment

cc: Kris Humphrey, City of Lincoln



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September 20, 2012

Mr. Ray Bloomquist
5940 Liberty Lane
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. Bloomquist;

On June 6, 2012, the City of Lincoln held a public open house to discuss the design for the project to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Sheets were provided at this meeting for public comment and we have received one from you on which you indicated you would like to be contacted regarding your comment. A copy of your comment sheet is attached for reference. Below is our response to your comment:

56th Street reconstruction between Pine Lake Road and Yankee Hill Road is not in the City's 6-year Capital Improvement Program (CIP). When this section of roadway becomes a higher priority, it will be programmed accordingly. This section of 56th Street is included in the 2040 Long Range Transportation Plan as a project projected to be completed by 2025.

Your interest in this project and your comments are greatly appreciated. A second public open house will be held when we are close to the start of construction. We anticipate this meeting will be held in late fall of 2014. In the mean time, feel free to call me at (402) 420-7217 or by e-mail at fbeck@eacg.com or Kris Humphrey, City of Lincoln Project Manager, at (402) 326-1176 or khumphrey@lincoln.ne.gov, if you have any further questions or comments.

Sincerely,

Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

Attachment

cc: Kris Humphrey, City of Lincoln



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September 20, 2012

Ms. Geanine Bordogna
5301 Concord Road
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Ms. Bordogna;

On June 6, 2012, the City of Lincoln held a public open house to discuss the design for the project to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Sheets were provided at this meeting for public comment and we have received one from you on which you indicated you would like to be contacted regarding your comments. A copy of your comment sheet is attached for reference. Below is our response to your comment:

We agree that timing is important and that improvements are needed. This project had been scheduled for construction in 2006 with funding tied to the 2004 bond issue which was not approved by the citizens of Lincoln. Without the money required to buy right-of-way or build the project, it was placed on hold until recently when Federal funding was identified. In order to maintain the Federal funding and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. Our schedule to complete this process dictates a bid letting in the summer of 2014 with construction completed in 2015.

Your interest in this project and your comments are greatly appreciated. A second public open house will be held when we are close to the start of construction. We anticipate this meeting will be held in late fall of 2014. In the mean time, feel free to call me at (402) 420-7217 or by e-mail at fbeck@eacg.com or Kris Humphrey, City of Lincoln Project Manager, at (402) 326-1176 or khumphrey@lincoln.ne.gov, if you have any further questions or comments.

Sincerely,

Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

Attachment

cc: Kris Humphrey, City of Lincoln



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September 20, 2012

Mr. Dick Campbell
5625 Pine Lake Road
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. Campbell;

On June 6, 2012, the City of Lincoln held a public open house to discuss the design for the project to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Sheets were provided at this meeting for public comment and we have received one from you on which you indicated you would like to be contacted regarding your comments.

A copy of your comment sheet is attached for reference. Below is our response to your comments:

Widening S. 56th Street under traffic, half at a time, similar to interstate projects is possible although not as simple in an urban setting with limited space. To keep 56th Street open to through traffic would mean significant additional cost and a longer construction period. Our goal is to find an efficient method of reconstructing 56th Street, keeping the safety of motorists and workers in mind, while also minimizing impacts to local businesses and home owners. By closing the street to through traffic, we have best met this goal. We are currently proceeding with closing the road to through traffic starting in winter 2014/1015 through the end of the 2015 construction season. Using a permit process through the City you will be able to place business signs directing traffic to your business. More information about coping through construction as a business owner can be found on the City's web site at <http://lincoln.ne.gov/city/pworks/engine/dconst/copecnst/index.htm>.

Your interest in this project and your comments are greatly appreciated. A second public open house will be held when we are close to the start of construction. We anticipate this meeting will be held in late fall of 2014. In the mean time, feel free to call me at (402) 420-7217 or by e-mail at fbeck@eacg.com or Kris Humphrey, City of Lincoln Project Manager, at (402) 326-1176 or khumphrey@lincoln.ne.gov, if you have any further questions or comments.

Sincerely,

Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

Attachment

cc: Kris Humphrey, City of Lincoln



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September 20, 2012

Ms. Libby Hoffmeyer
4624 Birch Creek Drive
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Ms. Hoffmeyer;

On June 6, 2012, the City of Lincoln held a public open house to discuss the design for the project to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Sheets were provided at this meeting for public comment and we have received one from you on which you indicated you would like to be contacted regarding your comment. A copy of your comment sheet is attached for reference. Below is our response to your comment:

The Waltz Road intersection has been studied for traffic signal warrants, which are not met for existing or future traffic volumes. The design will take into consideration the layout of a future traffic signal, but it will not be built with the roadway project. Once construction is completed, traffic at this intersection will be monitored and modifications will be made, as needed. If vehicles find it difficult to turn northbound onto 56th Street from the businesses west of 56th, they would have the option of turning right (southbound) and make a u-turn at London Road. Also, the dynamics of the traffic along 56th Street will change after construction. With the addition of two more through lanes, the gaps between platoons of through vehicles on 56th Street may be greater after construction.

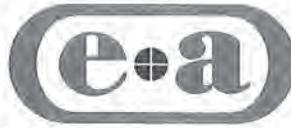
Your interest in this project and your comments are greatly appreciated. A second public open house will be held when we are close to the start of construction. We anticipate this meeting will be held in late fall of 2014. In the mean time, feel free to call me at (402) 420-7217 or by e-mail at fbeck@eacg.com or Kris Humphrey, City of Lincoln Project Manager, at (402) 326-1176 or khumphrey@lincoln.ne.gov, if you have any further questions or comments.

Sincerely,

Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

Attachment

cc: Kris Humphrey, City of Lincoln



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September 20, 2012

Mr. Ray Hurd
5430 Happy Hollow Lane
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. Hurd;

On June 6, 2012, the City of Lincoln held a public open house to discuss the design for the project to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Sheets were provided at this meeting for public comment and we have received one from you on which you indicated you would like to be contacted regarding your comments.

A copy of your comment sheet is attached for reference. Below are responses to your comments:

Part 1 – the project does not include a landscaping plan at this time.

Part 2 – yes, there will be a public comment period following the completion of our draft reevaluation document. Public notification will be made when the document is available for review

Part 3 – at this time, incentives for early completion are not being considered.

Your interest in this project and your comments are greatly appreciated. A second public open house will be held when we are close to the start of construction. We anticipate this meeting will be held in late fall of 2014. In the mean time, feel free to call me at (402) 420-7217 or by e-mail at fbeck@eacg.com or Kris Humphrey, City of Lincoln Project Manager, at (402) 326-1176 or khumphrey@lincoln.ne.gov, if you have any further questions or comments.

Sincerely,

Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

Attachment

cc: Kris Humphrey, City of Lincoln



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September 20, 2012

Ms. Coleen Shepler
6735 S. 57th Street
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Ms. Shepler;

On June 6, 2012, the City of Lincoln held a public open house to discuss the design for the project to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Sheets were provided at this meeting for public comment and we have received one from you on which you indicated you would like to be contacted regarding your comments.

A copy of your comment sheet is attached for reference. Below are responses to your comments:

Part 1 - at this time, there are no plans to make major improvements to 56th Street such as milling and overlaying which would only be in place for approximately two years of service. However, the City will continue to perform minor maintenance on 56th Street as needed, such as pothole repairs.

Part 2 - warrants for a traffic signal at Shadow Pines Drive have been studied, but it does not meet warrants for a signal at this time, thus a signal at the intersection of 56th & Shadow Pines Drive will not be constructed with the project. The City will continue to monitor this intersection after the project is constructed to determine if a signal is warranted in the future.

Your interest in this project and your comments are greatly appreciated. A second public open house will be held when we are close to the start of construction. We anticipate this meeting will be held in late fall of 2014. In the mean time, feel free to call me at (402) 420-7217 or by e-mail at fbeck@eacg.com or Kris Humphrey, City of Lincoln Project Manager, at (402) 326-1176 or khumphrey@lincoln.ne.gov, if you have any further questions or comments.

Sincerely,

Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

Attachment

cc: Kris Humphrey, City of Lincoln



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PHONE: (402) 420-7217
FAX: (402) 420-7218

September 20, 2012

Mr. Eric Vander Woude
6400 Concord Circle
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. Vander Woude;

On June 6, 2012, the City of Lincoln held a public open house to discuss the design for the project to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Sheets were provided at this meeting for public comment and we have received one from you on which you indicated you would like to be contacted regarding your comment. A copy of your comment sheet is attached for reference. Below is our response to your comment:

The design of 56th Street includes raised medians and the location of median breaks within this project follows the City's Access Management Policy. Also, in order to minimize impacts to adjacent properties near Cumberland Drive, our design has a grade differential within the median in the vicinity of Cumberland Drive which prohibits the inclusion of a median break. (The northbound lanes will be at a lower elevation than the southbound lanes). Capacity and safety were also part of the decision making process regarding median breaks. We realize this may add some traffic to other streets within the project vicinity. Vehicles will have the option of turning right (southbound) from Cumberland Drive and make a u-turn at Shadow Pines Drive.

Your interest in this project and your comments are greatly appreciated. A second public open house will be held when we are close to the start of construction. We anticipate this meeting will be held in late fall of 2014. In the mean time, feel free to call me at (402) 420-7217 or by e-mail at fbeck@eacg.com or Kris Humphrey, City of Lincoln Project Manager, at (402) 326-1176 or khumphrey@lincoln.ne.gov, if you have any further questions or comments.

Sincerely,

Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

Attachment

cc: Kris Humphrey, City of Lincoln



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PHONE: (402) 420-7217
FAX: (402) 420-7218

September 20, 2012

Ms. Marilyn Watson
5830 Shadow Lane
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Ms. Watson;

On June 6, 2012, the City of Lincoln held a public open house to discuss the design for the project to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Sheets were provided at this meeting for public comment and we have received one from you on which you indicated you would like to be contacted regarding your comments.

A copy of your comment sheet is attached for reference. Below are responses to your comments:

Part 1 - we agree that timing is important and that improvements are needed. This project had been scheduled for construction in 2006 with funding tied to the 2004 bond issue which was not approved by the citizens of Lincoln. Without the money required to buy right-of-way or build the project, it was placed on hold until recently when Federal funding was identified. In order to maintain the Federal funding and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. Our schedule to complete this process dictates a bid letting in the summer of 2014 with construction completed in 2015.

Part 2 - at this time, there are no plans to make major improvements to 56th Street such as milling and overlaying which would only be in place for approximately two years of service. However, the City will continue to perform minor maintenance on 56th Street as needed, such as pothole repairs.

Your interest in this project and your comments are greatly appreciated. A second public open house will be held when we are close to the start of construction. We anticipate this meeting will be held in late fall of 2014. In the mean time, feel free to call me at (402) 420-7217 or by e-mail at fbeck@eacg.com or Kris Humphrey, City of Lincoln Project Manager, at (402) 326-1176 or khumphrey@lincoln.ne.gov, if you have any further questions or comments.

Sincerely,

Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

Attachment

cc: Kris Humphrey, City of Lincoln



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September 20, 2012

Gregg and Paula Widholm
7421 S. 50th Street
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. & Mrs. Widholm;

On June 6, 2012, the City of Lincoln held a public open house to discuss the design for the project to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Sheets were provided at this meeting for public comment and we have received one from you on which you indicated you would like to be contacted regarding your comments.

A copy of your comment sheet is attached for reference. Below are responses to your comments:

Part 1 – Currently, the east sidewalk ends approximately 500 feet south of Old Cheney Road. Although a sidewalk from Waltz Road to Old Cheney on the east side is not proposed with this project, the area behind the back of curb will be graded to accommodate a future sidewalk. Pedestrians and trail users will be able to cross 56th Street at a grade separated trail crossing at Beal Slough. The sidewalk on the east side of 56th between Waltz Road and Old Cheney will be constructed at the time the intersection of 56th & Old Cheney is reconstructed. There is currently not room to construct a sidewalk on the east side near old Cheney without reconstructing the railroad crossing gates and associated wiring which is not cost beneficial since the intersection at 56th & Old Cheney will have improvements made within the service life of the 56th Street roadway project.

Part 2 – the City has studied a connecting street through London Road Park from London Road at 56th Street, east to the Trade Center which is located on the east side of the railroad tracks. While it is possible to build this street, several issues justified the decision to not construct this road:

- The need to relocate a home just east of 56th & London Road
- Environmental impacts associated with crossing Beal Slough and nearby wetlands
- Impacts to the 56th & London Road Park
- The need for a new railroad crossing . The goal of the City and the Railroad Transportation District (RTSD) is to reduce the number of train/vehicle conflicts.
- Funding for the project is not available.

- The Trade Center now is connected to Apples Way at the south end of the Trade Center. Although this does not provide a direct connection to a major arterial street, it does allow Trade Center traffic a second access connection to a major street (Highway 2).

Part 3 – at this time, there are no plans to make major improvements to 56th Street such as milling and overlaying which would only be in place for approximately two years of service. However, the City will continue to perform minor maintenance on 56th Street as needed, such as pothole repairs.

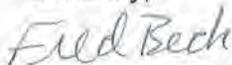
Part 4 – yes, LES intends to bury the new power lines within this section of S. 56th Street.

Part 5 - we agree that timing is important and that improvements are needed. In order to maintain the Federal funding for the project and to acquire the necessary right-of-way, there is a process that must be followed and it takes time to work through all the steps. Our schedule to complete this process dictates a bid letting in the summer of 2014 with construction completed in 2015.

Part 6 - both the Waltz Road & London Road intersections have been studied for traffic signal warrants. Warrants are not met for existing or future traffic volumes at either intersection. At the Waltz Road intersection, our design will take into consideration the layout of a future traffic signal, but it will not be built with this roadway project. Once construction is completed, traffic at both intersections will be monitored and modifications will be made, as needed.

Your interest in this project and your comments are greatly appreciated. A second public open house will be held when we are close to the start of construction. We anticipate this meeting will be held in late fall of 2014. In the mean time, feel free to call me at (402) 420-7217 or by e-mail at fbeck@eacg.com or Kris Humphrey, City of Lincoln Project Manager, at (402) 326-1176 or khumphrey@lincoln.ne.gov, if you have any further questions or comments.

Sincerely,



Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

Attachment

cc: Kris Humphrey, City of Lincoln



E&A CONSULTING GROUP, INC.
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Individual Meeting Requests
Mailing List
Sample Letter
Meeting Summaries

Project Mailing list, for individual Meetings

| PID | OWNER | OWNER_ADDR | SITUS |
|---------------|--|---|---------------------------------|
| 1617216043000 | BROWN, DELANA L & EDWIN F | 5520 LONDON RD LINCOLN, NE 68516 | |
| 1617404001000 | BURNHAM, JUDY | 5500 CUMBERLAND DR LINCOLN, NE 68516 | |
| 1616113002000 | DINGWELL, THOMAS W | 6410 S 56 ST LINCOLN, NE 68516 | |
| 1617200001000 | FALTER, DANA & PATRICIA | 4631 CHRISTOPHER CT. LINCOLN, NE 68516 | ADVENTURE GOLF CENTER |
| 1616300012000 | HOLLINGSWORTH, JOHN J & SALLY | 6520 S 56 ST LINCOLN, NE 68516 | |
| 1616300031000 | HOLLINGSWORTH, ROBERT G | 6510 S 56 ST LINCOLN, NE 68516 | |
| 1617223027000 | KINZIE, MARK A & LESLIE A | 5521 LONDON RD LINCOLN, NE 68516 | |
| 1616113001000 | SCHMOKER, BARRY L & NANCY A | 6400 S 56 ST LINCOLN, NE 68516 | |
| 1616300002000 | SCMH LLC | PO BOX 81906 LINCOLN, NE 68501 | |
| 1616300002000 | TERVAL, PENNIE | | 6430 S 56 ST, LINCOLN, NE 68516 |
| 1616300004000 | TRAN, LOC & LAM, HUE & TRAN, HOA TYLER P | 6500 S 56 ST LINCOLN, NE 68516 | |



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PHONE: (402) 420-7217
FAX: (402) 420-7218

May 4, 2012

Mr. Thomas Dingwell
6410 S 56 ST
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. Dingwell;

As you may be aware, the City of Lincoln is moving forward with plans to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. E&A Consulting Group is working with the City on the design of the project. Prior to completing design, we will be holding a public Open House to provide citizens of Lincoln an opportunity to speak with the designers and City staff regarding this project. The Open House is scheduled for June 6, 2012. You will receive a separate notice of this meeting at a later date.

While we will be available to answer questions at the Open House, we are also willing to meet one-on-one with you prior to the public meeting to discuss the project in detail and in relation to your property. If you would like to meet with us prior to the open house or wish to discuss the project by phone please call and we can arrange a time.

We look forward to discussing the project with you.

Sincerely,

Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

cc: Kris Humphrey, City of Lincoln

Date: July 19, 2012
To: Project File
From: Fred Beck, P.E. _____
Thru: Kris Humphrey, P.E. _____

Subject: So. 56th St., Shadow Pines Dr. to Old Cheney Rd.
LCLC-5241(5), CN 13141
City Project #701923
Dingwell Residence, 6410 S 56 ST

General:

The meeting was conducted on July 17, 2012 at the Dingwell residence to discuss the project and concerns they have.

| | |
|----------------|------------------------------|
| Tom Dingwell | |
| Barry Schmoker | Neighbor |
| Kris Humphrey | City of Lincoln |
| Fred Beck | E & A Consulting Group, Inc. |
| Angie Schmidt | E & A Consulting Group, Inc. |

Notes:

- Tom's main concerns are the distances of the new ROW, edge of sidewalk, and back of curb, in relation to his garage and driveway.
- There will be approximately 10' of new ROW acquired along the property.
- There will be a temporary easement outside of the new ROW. This will be during construction only. The area will be shaped and sodded when construction is completed.
- There is a Pin Oak just outside the temporary easement. A do not disturb note will be added to the plans. It is possible that the tree may need to be trimmed to allow room for construction equipment.
- There will be approximately 60' from the garage to the east edge of sidewalk, and 70' to the back of curb. Tom has a race car he keeps in the garage and uses a truck and trailer to move it. The truck and trailer are 50'. He then needs additional room for the ramp to the trailer. This would place the front end of the truck somewhere between the sidewalk and back of curb.
- The trailer is parked at the back of his lot. He currently backs the truck and trailer off of 56th St., at the shared drive with the Schmoker residence, in order to park it. He doesn't think he will be able to maneuver the proposed gravel access off his driveway. There is an S curve at the beginning of the access.

- There is a possibility that the Schmoker drive will be moved to the existing shared access location. If not, there will not be direct access off 56th St. at the shared driveway.
- The Schmoker's would like to have a circular drive in order to utilize their property as intended.
- The ROW process was explained to Tom.
- It was explained that for ROW purposes, the plans for the driveway locations would remain as they are now. Once the appraisal and negotiation processes begin, changes will be made to the driveways if necessary.
- Tom asked about utilities. Sewer will remain in place. The 24" water main will remain in place. The 16" water main will be relocated. There could be some disruption to water service depending on which main his water comes off of. There will be advance notice and coordination of any disruption in service. Typically service is disrupted for a few hours.
- There will be a public meeting in the fall of 2014 before construction starts. The contractor will attend this meeting. During construction there will be several people with the City that the public can contact with any concerns including the construction inspector, construction manager, and Kris.
- The box culvert at Beal Slough will be the first item of work in the winter of 2014/2015. Substantial completion of the project can be expected in the fall of 2015.
- Access to properties will be maintained at all times during construction. There could be some instances where residents would have to park on the street.
- It is expected that the mailbox location will remain at the curb, although it could be moved to the south side of the driveway.
- Tom asked about the sidewalk thickness and his large truck. At the driveway, the sidewalk would be the same thickness as the drive. He thought the sidewalk outside the driveway may get driven over if he has to back his trailer in. Notes can be added to the plans to make the sidewalk panels adjacent to the drive the same thickness of the driveway.
- Tom's neighbor to the south has a well near her driveway that she is concerned about. Tom did not know her last name, but he will give her Fred's card and ask her to call. E&A will look for Penny's name on the sign in sheet for the public information meeting.
- Prior to the appraisal, arrangements will be made to mark the locations of the proposed ROW, sidewalk, and back of curb, so that the property owners and the appraiser can get a better idea of the impacts.
- The appraisals will likely begin in later summer or early fall of 2012.

cc: Clint Thomas

Date: June 18, 2012
To: Project File
From: Fred Beck, P.E. _____
Thru: Kris Humphrey, P.E. _____

Subject: So. 56th St., Shadow Pines Dr. to Old Cheney Rd.
LCLC-5241(5), CN 13141
City Project #701923
Kinzie's Residence, 5521 London Rd.

General:

The meeting was conducted on June 11, 2012 at the Kinzie's residence to discuss the project and concerns they have.

Mark and Leslie Kinzie
Kris Humphrey
Fred Beck

City of Lincoln
E & A Consulting Group, Inc.

Notes:

- The Kinzie's had attended the public open house on June 6th and an overview of the project was not needed.
- There was discussion about the proximity of construction limits, retaining wall, and ROW taking with respect to their house and trees. Distances were measured to the approximate north end of the retaining wall and plans were reviewed as to the location of the ROW takings and trees.
- There are 4 large pine trees along the east property line which will be taken during construction. These trees will be resurveyed as they are at or very near the existing ROW line. There are additional trees located both north and south of the house that will also be surveyed.
- Design will be reviewed at all tree locations to see if any can be saved. A street tree along London Rd., just west of their driveway will be in conflict with two proposed storm drain inlets. An alternate drainage design will be studied as a way to save the tree.
- Two trees to the south and east of the house look to be in line with the retaining wall. Design options for the wall will be studied and will include an alternate for a large block wall design.
- Flags or lath will be surveyed in to indicate the location of existing ROW and proposed ROW taking and easements. We will meet with the Kinzie's to discuss the surveyed points, if needed.
- Surveyors will be warned to avoid damage to the garden in the SE corner of the lot.

- The Kinzie's are concerned about construction of the wall and of the temporary shoring which is proposed as a way to reduce the amount of excavation required to build the wall adjacent to the house. They are very concerned with any vibrations associated with placement of the shoring.
- Kris indicated that the wall will be within a permanent easement, rather than temporary, in order to allow for future maintenance of the wall. The City will be responsible for maintenance of the wall.
- Fencing above the wall was discussed. A barrier is required to be built as part of the project construction and there are options for the barrier design. The Kinzie's asked if a sound or visual barrier could be used. Kris stated that a privacy fence can be used along the top of the wall which will provide a visual barrier and some noise reduction.
- The Kinzie's were aware that a portion of London Rd. will be rebuilt past their driveway and that their driveway will be reconstructed to match into the new street grade.
- They asked about traffic during construction and whether the road will be closed to through traffic. We explained that even though the road will be closed, access for local traffic will be required. As such, other vehicles will be able to enter the work area, but they will soon realize that trying to find their way through the construction area and through the neighborhoods is not a better route than the detour route. If they have concerns about access or other issues during construction, there will be several people that they could contact such as the inspectors, the construction project manager, the overall project manager (Kris), or the contractor.
- The ROW acquisition process was discussed and they were informed that initial contacts with property owners will begin late this summer.

Date: June 5, 2012
To: Project File
From: Fred Beck, P.E. _____
Thru: Kris Humphrey, P.E. _____

Subject: So. 56th St., Shadow Pines Dr. to Old Cheney Rd.
LCLC-5241(5), CN 13141
City Project #701923
Adventure Golf, 5901 South 56th Street

General:

The meeting was conducted on May 30, 2012 at the Adventure Golf Center to discuss the project and concerns they have.

| | |
|---------------------|-------------------------------|
| Dana and Pat Falter | Owners, Adventure Golf Center |
| Fred Beck | E & A Consulting Group, Inc. |
| Angie Schmidt | E & A Consulting Group, Inc. |

Notes:

- Fred gave a brief overview of the project.
- It was stated that project construction is scheduled to begin in the fall of 2014 due to the amount of time it will take to get through the right-of-way process. The box culvert work would be completed over the first winter, and the roadway work would begin in the spring of 2015. If the right-of-way process takes less time than anticipated, the project construction could move up a year to the fall of 2013.
- One of the Falter's major concerns is why there is a raised median with no break for left turns into and out of their property. It was explained that due to the proximity of the Old Cheney Road and Waltz Road intersections, and the City's access control policy, that no break would be given. U-turns would be allowed at Waltz Road and Old Cheney for access. The Falters and Betsy Egan, who owns the property, are opposed to the raised median and are not agreeable to right in/right out only access to the property. They thought a left in access could help some but since the majority of the traffic is from the north they would like full access.
- They believe the raised median throughout the project is going to greatly increase traffic through the residential areas. They feel the raised median and its affects on traffic should be looked at more closely.
- Their second major concern is the relocation of the driveway. It was explained that due to the widening of the road the length of driveway was shortened, which limited the turning radius.

Moving it north approximately 50' provides for more length and will provide for single-unit vehicle access. They do not agree with moving the drive as it will be aligned with the building and the incoming traffic will be visible from the window. Originally they had planned the drive at the south end of the property, but the City would not allow that location and required them to move it to the north. They do not feel that the turning radius would be an issue as they do not have that much truck traffic. They have a delivery truck once a month and garbage service.

- The new edge of roadway would be approximately 6 feet closer than the existing. There will be a 10 feet wide bike path located 2 feet from the back of curb and the entire width would be paved. The outer edge of the bike path will be approximately 3 feet from their existing fence line with a very short retaining wall in between in order to keep grading off the property.
- The proximity of the roadway and bike path raises several concerns: the potential for someone to climb the fence, vandalism, reduced enjoyment for their patrons. They would not be interested in a noise wall as it would reduce visibility to and from the course. A taller fence could be installed to deter someone from climbing it.
- The majority of the widening at the north end of the project will occur to the east. They asked why the road could not be moved further east to lessen their impacts. It was explained that it was located in order to stay aligned with the Old Cheney Road intersection. They feel it could be shifted to lessen their impacts.
- They feel the widening, the median, and the drive re-location are all major impacts and they are being affected more than any other business on the project. They feel consideration should be given to making changes as they have a unique business and situation. This is the only business where customers are outside.
- It was explained that traffic signals are not warranted at London or Waltz Road at this time or for twenty years. A signal at Waltz may be installed sometime after project completion due to concerns from the area businesses.
- Construction phasing was discussed. 56th Street will be closed to through traffic for the duration of construction. Local access will be maintained throughout the construction process. Depending on the timing of construction, a temporary access to the property may be needed to the north of the existing drive. They stated that they have a fireworks stand in the summer at the very north end of the lot. So any temporary access could not disturb this area as it would then impede the remainder of their parking lot. Any temporary access would not disturb the parking lot.
- Their operating season is March 15th – October 15th.
- The right-of-way process was explained. An appraiser, unaffiliated with the City, would appraise the property in regard to the purchasing of additional ROW and easements for construction. In addition to that, they would assess damages to the property that may affect the resale value of the property, such as the removal of trees. Once the appraiser determines this amount, they will contact the homeowner to discuss and also to solicit additional information from the homeowner that may aid them in determining a fair settlement. The City is currently estimating that an appraiser would be contacting owners around late summer or early fall of 2012.
- Dana plans to attend the public meeting along with Betsy Egan. They will have the opportunity to speak with City staff at the meeting. E&A and the City are also willing to meet one-on-one again and are also available by phone if any additional questions or concerns arise.

cc: Clint Thomas

Date: May 21, 2012
To: Project File
From: Fred Beck, P.E. _____
Thru: Kris Humphrey, P.E. _____

Subject: So. 56th St., Shadow Pines Dr. to Old Cheney Rd.
LCLC-5241(5), CN 13141
City Project #701923
Schmoker's Residence, 6410 S 56 ST

General:

The meeting was conducted on May 15, 2012 at the Schmoker's residence to discuss the project and concerns they have.

Barry and Nancy Schmoker

| | |
|---------------|------------------------------|
| Kris Humphrey | City of Lincoln |
| Fred Beck | E & A Consulting Group, Inc. |
| Angie Schmidt | E & A Consulting Group, Inc. |

Notes:

- Fred gave a brief overview of the project.
- Kris stated that project construction is scheduled to begin in the Fall of 2013, but due to the right-of-way process it may be delayed until the Fall of 2014. The box culvert work would be completed over the winter, and the roadway work would begin in the spring of 2015.
- There was discussion about the typical cross-section and distances from centerline to various locations; back of curb, front and back of sidewalk, and proposed right of way.
- Barry is ultimately concerned with what the length of the driveway would be. There will be approximately 18' from the proposed ROW line to the face of the garage. They do not feel this is ample space for them to use their driveway and garage as they do now. Currently, in order for him to park his boat in the garage he has to back in, off of 56th Street, blocking a lane of traffic. There is also the concern of having to back onto 56th Street to leave their home. Right now they have enough space that they can turn their vehicles around and drive out forward onto 56th Street.
- The Schmoker's feel that with the impacts of this roadway project, they will not be able to use their custom built home as it was intended when they built it. When they built the home, the setback they used was based upon the City's future plans for the roadway at that time. They also dedicated additional ROW at that time. There are two options they believe are appropriate at this time: either the City should buy their property or compensate them so that

they can reconfigure the house with the lot so that they may use the garage as intended. They would like to reconfigure the house by physically turning the structure 90° so the garage doors face south. They could then relocate their drive so they could drive towards the back of the lot and then back up into the garage to park their boat.

- They share an additional driveway with their neighbor to the south. The drive straddles the property line. The shared drive aids both property owners in accommodating their vehicles, boats, campers, trailers, etc. Barry believes they have a legal agreement regarding the shared drive. He is unsure if the document was filed. He will find the document to use for supporting information in discussions with the appraiser. Future sharing of the drive will still be a private agreement between owners.
- They were interested in how the ROW process works. Fred and Kris explained an appraiser, unaffiliated with the City, would appraise the property in regard to the purchasing of additional ROW and temporary easements for construction. In addition to that, they would assess damages to the property that may affect the resale value of the home such as the removal of trees or loss or reduced functionality of the home. Once the appraiser determines this amount, they will contact the homeowner to discuss and also to solicit additional information from the homeowner that may aid them in determining a fair settlement. This is the start of negotiations. If the parties cannot come to an agreement, a condemnation hearing will occur. The hearing consists of an independent three person panel made up of local citizens who will hear both sides and then make a determination as to what the compensation should be. The homeowner may engage a lawyer in this process. If the homeowner does not agree with the compensation amount, the case will move to a court of law. Kris estimated that an appraiser should be contacting homeowners around late summer or early fall.
- They inquired about the results of the noise study. Fred explained that although the noise levels would be high enough that a wall could be beneficial, due to the number of gaps that would be in the wall for the driveways, it would not be feasible. One location on the project would be feasible. This is at the townhomes just north of Shadow Pines Drive.
- They asked about utility service during construction. Utility service will be maintained as much as possible. The water main that serves their home is being replaced. There may be a period of several hours that the water would be shut off. They will be given ample notification of this prior to any shut offs. There is always the possibility of emergency shut offs due to construction issues, but this is not anticipated. Kris also stated that access to their property would be maintained at all times.
- If they have concerns about access or other issues during construction, there will be several people that they could contact such as the inspectors, the construction project manager, the overall project manager (Kris), or the contractor.
- They have an inactive well on the south side of their home. Costs associated with abandoning this well may be considered if the home were to be reconfigured on the lot.
- Barry asked what the standard curb cut width is as he has seen varying distances throughout the City. Kris said the standard is 24 feet, but accommodations are made to match back to existing conditions. If they were to relocate their drive, the curb cut would match the width of the new drive, not to exceed 24 feet.

Date: June 19, 2012
To: Project File
From: Fred Beck, P.E. _____
Thru: Kris Humphrey, P.E. _____

Subject: So. 56th St., Shadow Pines Dr. to Old Cheney Rd.
LCLC-5241(5), CN 13141
City Project #701923
Burnham Residence, 5500 Cumberland Drive

General:

The meeting was conducted on June 15, 2012 at Judy Burnham's residence to discuss the project and concerns she has.

Judy Burnham
Kris Humphrey City of Lincoln
Fred Beck E & A Consulting Group, Inc.

Notes:

- Judy had attended the public open house on June 6th and an overview of the project was not needed.
- There was discussion about the proximity of construction limits, retaining wall, and ROW taking with respect to her house and trees.
- There are several trees on the property, some of which will be taken during construction. Judy's primary concern was with two oak trees in the area where a new driveway is proposed. We explained why the driveway was being relocated and looked at the trees in this area. We will try to redesign the drive to pull in the LOC's and avoid the oak trees.
- Tree trimming will be required for the new driveway.
- E&A will send additional design information on the driveway; existing grade, proposed grades, etc., to Judy so she can see why we are moving her driveway.
- Judy prefers that we install a privacy fence on top of the retaining wall.
- We discussed the retaining wall location and that there will be grass between the back of curb and sidewalk, and between the sidewalk and retaining wall. Mowing and snow removal between the wall and curb will be her responsibility. Judy did not want this added responsibility and she asked who she could talk with to have changes made, especially with the grass between the wall and walk. It was mentioned that John Camp is her City Councilman and she could contact him.

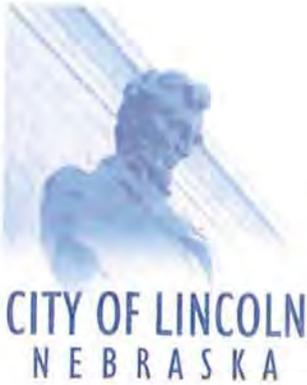
- We discussed the project schedule and the ROW acquisition process and informed Judy that a ROW appraiser will be contacting property owners late this summer.
- Judy asked if she could keep the two ROW sheets which cover her property. Fred will drop off a new copy of the plan sheets in the near future.

cc: Clint Thomas

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Sample Noise Ballot Notification Letter

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CITY OF LINCOLN
NEBRASKA

MAYOR CHRIS BEUTLER
lincoln.ne.gov

Engineering Services
Public Works and Utilities Department
Miki Esposito, Director
901 West Bond
Suite 100
Lincoln, Nebraska 68521
402-441-7711
fax: 402-441-6576

March 12, 2013

Robert and Diane Carter
7300 Hickman Rd.
Hickman, NE 68372

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. & Mrs. Carter;

As you will recall, several months ago you were provided with information on the City of Lincoln's plan to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Included with this information were details and a ballot regarding a potential noise barrier adjacent to your property. Completed ballots have been received from most of the owners/renters affected by the noise barrier.

All ballots were tallied and the results were submitted to the Nebraska Department of Roads (NDOR) who in turn have approved not only our public involvement process, but also the results of this noise abatement study. The returned ballots were unanimous in favor of the noise barrier and as such, the addition of a noise barrier was found reasonable and feasible as defined in the NDOR *Noise Analysis and Abatement Policy* (July 13, 2011).

Therefore, a concrete noise wall, approximately 8 feet high, will be included with the reconstruction of S. 56th Street.

If you have any questions, please contact me at (402) 326-1176 or khumphrey@lincoln.ne.gov.

Sincerely,

Kris Humphrey, P.E.
City of Lincoln
Engineering Services

cc: Fred Beck, E&A Consulting Group
Raitis Tigeris, NDOR
Will Packard, NDOR



Memorandum

DATE August 27, 2012

TO Karl Fredrickson, Project Manager, Parsons Brickerhoff

CC Jon Barber, Highway Environmental Program Manager, Planning and Project Development

FROM Mark Ottemann, Noise/Air and Utilities Engineer, Planning and Project Development

SUBJECT Noise study approval for South 56th Street Old Cheney to Shadow Pines Drive project (C.N. 13141) in Lincoln, NE

The Nebraska Department of Roads (NDOR) Noise Section staff has reviewed the noise study prepared by Parsons Brinckerhoff for South 56th Street Old Cheney to Shadow Pines Drive in Lincoln, NE. NDOR approves the noise study and agrees that Parsons Brinckerhoff's study is consistent with the current noise policy of the state of Nebraska.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Ottemann", written over a horizontal line.

Name

A handwritten date "8.27-12" written in black ink over a horizontal line.

Date

Mark Ottemann, Noise/Air and Utilities Engineer
Planning and Project Development
NDOR

South 56th Street, Shadow Pines Drive to Old Cheney Road
Project LCLC-5241(5), CN 13141
December 11, 2012

Traffic Noise Technical Memorandum

**PARSONS
BRINCKERHOFF**

**South 56th Street: Shadow Pines Drive to Old Cheney Road:
Traffic Noise Technical Memorandum
December 11, 2012**



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- Appendix B: Traffic Data, Field Notes, SLM Laboratory Calibration Sheets
- Appendix C: Predicted Noise Level Data
- Appendix D: NDOR’s Noise Analysis & Abatement Policy (July 13, 2011)

**South 56th Street: Shadow Pines Drive to Old Cheney Road:
Traffic Noise Technical Memorandum
Project Control Number 13141**

1.0 Introduction and Summary

The City of Lincoln, Nebraska, in cooperation with Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA), is preparing an Environmental Assessment Reevaluation to evaluate a proposed roadway widening to South 56th Street from Shadow Pines Drive to Old Cheney Road (0.64 miles).

This Traffic Noise Technical Memorandum was prepared in accordance with Title 23 Code of Federal Regulations (CFR), Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (July, 2011), the FHWA *Highway Traffic Noise Analysis and Abatement Policy and Guidance* (June 1995), and the NDOR *Noise Analysis and Abatement Policy* (July 13, 2011).

The noise analysis found that:

- With the design year 2035 condition, noise is predicted to approach or exceed the NAC at several first row noise-sensitive receptors.
- The predicted traffic noise level for the design year does not substantially exceed measured existing noise levels.
- Noise barrier evaluation identified one location for feasible and reasonable noise barriers in front of impacted residences at the northeast corner of South 56th Street and Shadow Pines Drive.
- Noise abatement measures were determined feasible but not cost reasonable for impacted isolated single-family residences adjacent to South 56th Street.

1.1 Project Description

The project was environmentally cleared with an Environmental Assessment (EA)/Finding of No Significant Impact (FONSI) dated September 9, 1998. As originally evaluated the project included improvements recommended by The City of Lincoln - Lancaster County Comprehensive Plan (1994).

These improvements evaluated in the EA provided for the safe and efficient movement of goods and people to and from South Lincoln area by upgrading existing two lane rural arterials to urban roadway sections. The following arterial roadways were included in the Comprehensive Plan and the City of Lincoln (1994) and evaluated in the EA:

- South 14th Street – Old Cheney Road to Pine Lake Road,
- South 40th Street – Pine Lake Road to the city limits (approximately what is now known as Granger Parkway),
- South 56th Street – Old Cheney Road to Pine Lake Road,
- South 70th Street – Pine Lake Road Nebraska Highway 2
- Pine Lake Road – South 14th Street to Nebraska Highway 2.

In addition, the EA also evaluated improving South 14th Street from Pine Lake Road to the southern city of Lincoln limits to two through lanes with a continuous, painted left turn lane.

1.1.1 Portion of the Project Currently Being Advanced

The current re-evaluation focuses on improvements to South 56th Street (Appendix A). The scope of the project consists of the reconstruction of South 56th Street from Shadow Pines Drive to Old Cheney Road (0.64 miles) in the City of Lincoln, Nebraska. The existing pavement will be removed and replaced with full depth curbed concrete pavement from a point immediately north of Shadow Pines Drive north to the intersection of Old Cheney Road. The roadway section will consist of four through lanes, two in each direction, separated by a raised median, with left and right turning lanes at the major intersections. The intersections at London Road and Waltz Road/Place will have traffic signal warrants developed.

In addition, a bicycle/pedestrian trail undercrossing will be constructed at Beal Slough. The bike/pedestrian trail will connect to the sidewalk system adjacent to South 56th Street and extend north along the west side of South 56th Street to Old Cheney Road. The trail will be 10-feet in width. The new structure at the Beal Slough is proposed as a concrete box culvert with four 14-foot by 14-foot barrels, and incorporates the trail undercrossing into the design. A retaining wall will be used on the west side of South 56th Street south of London Road. A 5-foot (10-feet where it coincides with the bicycle/pedestrian trail) wide concrete sidewalk is proposed on the east and west side of South 56th Street along the entire project corridor.

The project will include grading along South 56th Street including approach roadways and driveways to South 56th Street. The roadway profile on the approaches to Beal Slough will be raised about four feet. The Beal Slough channel will be relocated further east to accommodate the new roadway section and structure. The potential relocation of the channel would shift the existing channel east paralleling the existing channel.

Stormwater facilities, including curb inlets, will be designed and constructed to maintain proper drainage. In addition to the paving work, signing and striping will be installed to facilitate traffic flow through the project area, and the roadway will have lighting installed. Sanitary sewer reconstruction will be completed as necessary if conflicts exist with other project features. Existing portions of water main will be reconstructed with the project. Electric, telephone, natural gas, and cable TV utilities will also be relocated to accommodate the new roadway section. Dewatering may be required to construct the utilities and box culvert. Erosion control will be used throughout the project and permanent vegetation will be established to stabilize the earthwork.

2.0 Traffic Noise Analysis

Sound is created when an object moves; the rustling of leaves as the wind blows, the air passing through our vocal chords, the almost invisible movement of the speakers on a stereo. The movements cause vibrations of the molecules in air to move in waves like ripples on water. When the vibrations reach our ears, we hear what we call sound. Noise is basically defined as unwanted sound. It can be emitted from numerous sources, including airplanes, factories, railroads, power generation plants, trucks, and automobiles. Automobile noise is primarily comprised of noises from engine exhaust, drive train, and tire/roadway interaction.

The magnitude of noise is usually described by its sound pressure. Because the range of sound pressure varies greatly from object to object, a logarithmic scale is used to relate sound pressures to a common reference pressure, yielding the sound pressure level. Sound pressure levels are expressed in units of decibels (dB) and are often modified by frequency-weighted

scales (e.g., A- or C-weighted scales). The A-weighted scale is used almost exclusively when measuring highway traffic noise because it places a stronger emphasis on the frequency range to which the human ear is most sensitive (approximately 1,000 to 6,000 hertz). Sound levels that are measured using the A-weighted scale are often expressed as dB(A). Throughout this report, all noise levels will be expressed in dB(A). Examples of sound pressure levels in dB(A) are listed in Table 1.

Table 1. Typical Noise Sources

| Noise Level (dB(A)) | Description | Transportation Sources | Other Sources |
|---------------------|--|---|---|
| 130 | Painfully loud | | |
| 120 | | Jet takeoff (200 feet) | |
| 110 | Maximum vocal effort | Car horn (3 feet) | |
| 100 | | | Shout (0.5 feet) |
| 90 | Very annoying; loss of hearing with prolonged exposure | Heavy truck (50 feet) | Jack hammer (50 feet) Home shop tools (3 feet) |
| 85 | | Freight train on a structure (50 feet) | Backhoe (50 feet) |
| 80 | Annoying | City bus (50 feet) | Bulldozer (50 feet) Vacuum cleaner (3 feet) |
| 75 | | Freight train (50 feet) or city bus at stop (50 feet) | Blender (3 feet) |
| 70 | | Freeway traffic (50 feet) | Lawn mower (50 feet) Large office |
| 65 | Intrusive | Freight train in station (50 feet) | Washing machine (3 feet) |
| 60 | | | TV (10 feet) |
| 55 | | Light traffic (50 feet) | Talking (10 feet) |
| 50 | Quiet | Light traffic (100 feet) | |
| 45 | | | Refrigerator (3 feet) |
| 40 | | | Library |
| 30 | Very quiet | | Soft whisper (15 feet) |

Sources: Federal Transit Administration, 1995; US Environmental Protection Agency, 1971 and 1974.

The hourly equivalent sound level, $L_{eq}(h)$, is the level of constant sound that, during a one-hour time interval, contains the same acoustic energy as a time-varying sound occurring during the same interval. The fluctuating sound levels of traffic noise in this report are presented in terms of $L_{eq}(h)$, in other words as a steady noise level with the same acoustic energy content as the fluctuating noise level occurring during the same period.

Table 1 indicates that most individuals in urbanized areas are exposed to fairly high noise levels from different sources as they go about their daily activities. The degree of disturbance or annoyance of unwanted sound essentially depends on three things:

1. The amount and nature of the intruding noise;
2. The relationship between background noise and the intruding noise; and
3. The type of activity occurring when the noise is heard.

In considering the first factor, it is important to note that individuals have different sensitivities to noise. Loud noises bother some people more than others and some individuals become upset if an unwanted noise persists. The time patterns of noise also enter into an individual's judgment of whether or not a noise is disturbing. For example, noises that occur during sleeping hours are usually considered to be more disturbing than the same noises occurring during the daytime.

With regard to the second factor, individuals tend to judge the annoyance of an unwanted noise in terms of its relationship to noise from other sources (ambient noise). The honking of a car horn at night (when typical ambient noise levels are approximately 45 dB(A)) would generally be more objectionable than the honking of a car horn during the daytime when ambient noise might be 55 dB(A).

The third factor is related to the interference of noise with activities of individuals. In an ambient noise environment of 60 dB(A), normal conversation would be possible, while sleep might be difficult. Work activities requiring high levels of concentration may be interrupted by loud noises, while activities requiring manual effort may not be interrupted to the same degree. Over time, individuals tend to accept the noises that intrude into their daily lives, particularly if the noises are steady or occur at regular known intervals. Many of these noises are subject to regulations, including airplane noise, factory noise, railroad noise, and highway traffic noise.

2.1 Noise Abatement Criteria

FHWA requires that noise abatement measures must be considered when future noise levels either approach or exceed the noise abatement criteria (NAC) levels shown in Table 2, or if there are substantial increases over the ambient noise levels. NDOR's *Noise Analysis and Abatement Policy* defines traffic noise impacts:

1. The predicted traffic noise levels for the design year approach (i.e., reach one decibel less than the NAC) or exceed the NAC for Activity Categories A through E; or
2. The predicted traffic noise levels for the design year do substantially exceed existing noise levels by 15 dB(A).

Title 23 CFR, Section 772.11(a) states, "In determining and abating traffic noise impacts, primary consideration is to be given to exterior areas. Abatement will usually be necessary only where frequent human use occurs and a lowered noise level would be of benefit."

2.2 Noise-sensitive Receptors

A noise-sensitive receptor is any property (owner-occupied, rented, or leased) where human activity occurs (typically outdoors) and where a lowered noise level would be of benefit. Noise level contours, or points of equal noise levels, were calculated to identify the noise-sensitive receptors that may be exposed to noise levels that approach or exceed the NAC.

Noise-sensitive receptors were provided for the exterior areas of residential properties (Category B); medical facilities, a school, a daycare, and park (Category C); and offices and other developed properties (Category E). A total of 53 noise-sensitive sites were assessed. For the purpose of the noise study, the noise-sensitive receptors were grouped into three Noise-sensitive Areas (NSAs). Table 3 lists the location of each NSA and a brief description of the land use. Plan sheets showing the proposed roadway improvements and location of noise-sensitive sites are provided in Appendix A.

Table 2. Noise Abatement Criteria

| Activity Category | Activity Criteria ¹ L _{eq} (h) | Evaluation Location | Activity Description |
|-------------------|---|---------------------|--|
| A | 57 | Exterior | Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. |
| B ² | 67 | Exterior | Residential |
| C ² | 67 | Exterior | Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. |
| D | 52 | Interior | Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios. |
| E ² | 72 | Exterior | Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F. |
| F | -- | -- | Agriculture, airports, bus yards, emergency services, industrial, logging maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing. |
| G | -- | -- | Undeveloped lands |

Source: NDOR's *Noise Analysis and Abatement Policy*, effective July 13, 2011.

¹The L_{eq}(h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement.

²Includes undeveloped lands permitted for this activity category.

Table 3. Noise-Sensitive Areas

| Noise-Sensitive Area | Location | Land Use | Years Constructed* |
|----------------------|--|--|--------------------|
| NSA 1 | East side of South 56 th Street for a residence immediately north of Pine Lake Road. This residence was included in the noise analysis at the request of NDOR, since it may not have been included in the previous EA (1998) noise study. | single-family residence (Category B) | 2001 |
| NSA 2 | West side of South 56 th Street from Shadow Pines Drive to London Road. Residences along Cumberland Drive are typically one-story homes in 1-acre lots and set back from South 56 th Street. Residences along London Road are one and two-story homes that are approximately 5 feet higher than South 56 th Street, and are situated perpendicular to South 56 th Street. There are no balconies or other structures that may accommodate exterior frequent use at the second stories of these homes. | Single-family residences; private playground and soccer field (within residential property); and residential property with building razed (Categories B, C, and E) | 1990's and 2000's |
| NSA 3 | East side of South 56 th Street from Shadow Pines Drive to London Road. Residences at a subdivision on Shadow Pines Drive are two-story townhomes that back up to South 56 th Street. There are no balconies or other structures that may accommodate exterior frequent use at the second stories of these homes. Second and third row homes within the subdivision are typically shielded by the first row townhomes. The northern part of this section consists of isolated single-family residences with direct driveway access to South 56 th Street. The City of Lincoln owned London Road & South 56 th Street Park (as indicated in the Lancaster County Assessor/Register of Deeds website) is located approximately 200 feet from the South 56 th Street edge-of-pavement. | single-family residences, publicly owned lands (Categories B and C) | 1990's and 2000's |
| NSA 4 | Both sides of South 56 th Street from London Road to Old Cheney Road. A school is located behind retail establishment and industrial buildings approximately 210 feet from the South 56 th Street edge-of-pavement. A daycare is located behind a bank on the west side of South 56 th Street. The daycare has two playgrounds that are approximately 320 feet and 440 feet from the South 56 th Street edge-of-pavement. Medical facilities and offices, both types of land uses were determined to have no facilities for frequent exterior use, are at least 150 feet from the South 56 th Street edge-of-pavement. Adventure Golf Center was considered Category C. | Daycare, school, medical facilities, offices, and other developed properties (Categories C and E) | 1990's and 2000's |

*Data on construction years were verified through field inspections and the Lancaster County Assessor/Register of Deeds internet web site.

A review of Lancaster County Assessor/Register of Deeds information did not identify any new permitted Categories B, C, or E noise-sensitive sites within the project limits. Also, a review of the project limits and property appraiser information did not identify any Category G land uses. Large parcels of land located on both sides of South 56th Street and north of Pine Lake Road were determined to be Category B land uses.

The land use review identified parcels considered to be Category F at NSA 4. These are primarily on the east side of South 56th Street. These parcels consisted of industrial facilities, manufacturing facilities, storage/warehousing, and retail facilities (both sides of South 56th Street at the north end of the project limits). These sites were identified in the field review, but not evaluated in the noise analysis.

2.3 Noise Model

In general, the traffic noise environment is composed of a large number of variables, including vehicles driving at different speeds through a continually changing roadway configuration and surrounding terrain. Because of the complexity of the problem, certain assumptions and simplifications must be made to predict roadway traffic noise. The model used to predict future noise levels was the FHWA's Traffic Noise Model® (TNM), Version 2.5, released in 2004.

TNM calculates noise levels at selected receptor locations using input parameter estimates such as projected traffic volumes; vehicle mix (percentages of cars, medium trucks, and heavy trucks) and speed; roadway lengths and gradients; distances between sources, barriers, and receptors; and shielding provided by intervening structures. Future traffic projections and operating characteristics used are described in Section 2.4. All data was incorporated in the model in English units.

For this project, the propagation path between the noise-sensitive receptors and the proposed roadway improvements is primarily the default ground type characterized as lawn. Large areas of pavement (commercial property parking lots) also were included in the model, where they may affect the propagation path. The boundaries of areas with significant dense, evergreen vegetation were included in the model as tree zones.

The noise analysis included the following steps:

- Noise-sensitive receptors were identified (see Section 2.2). Receptors were set at 5 feet above the existing ground elevation and at representative second story elevations.
- Measurements of existing noise levels were taken (see Section 2.5).
- Predicted future (year 2035) noise levels were calculated and compared to the No-Build Alternative and to existing conditions noise levels at the noise-sensitive receptors (see Section 2.6).
- At locations that would approach or exceed the FHWA noise abatement criteria, or where there would be a substantial increase in noise levels over existing conditions, the feasibility and reasonableness of noise mitigation was considered in accordance with NDOR's Noise Analysis and Abatement Policy (July 13, 2011) (see Section 3.4).

2.4 Traffic Data

Consistent with FHWA policy, noise level predictions are made for the traffic characteristics that yield the worst hourly-traffic noise on a regular basis. Traffic used was obtained from the *Existing and Forecast Traffic Volumes Memorandum* (Schemmer, February 14, 2012), which includes street segments and associated years 2012, 2035, and 2040 daily traffic volumes. The existing year is 2012 and design year for the project is 2035.

Existing 24-hour daily traffic volumes were collected by Schemmer. They provided a peak-hour factor (K) of 8 percent and directional (D) factor of 5 to 6 percent (based on the A.M. peak-hour which was considered to be the worst hourly-traffic, as compared to the PM, that would still yield free-flow traffic conditions) were used along the project corridor for all three scenarios (i.e., existing conditions, No-Build, and Build) to calculate the hourly traffic volumes from the Annual Average Daily Traffic (AADT) volumes that is inputted into TNM. Schemmer indicated the use of 1.25 percent medium trucks, 0.75 percent heavy trucks, and 0.5 percent motorcycles based on their vehicle counts. Posted speed of 25, 40 and 45 mph were used at appropriate roadways included in the noise study. The *Existing and Forecast Traffic Volumes Memorandum* (Schemmer, February 14, 2012) is provided in Appendix B.

2.5 Measured Noise Levels

In order to validate the computer noise model, field measurements were conducted on February 21, 2012 at locations within the project area which are representative of noise-sensitive receptors within the study limits. Field measurements were conducted according to procedures described in *Measurement of Highway-Related Noise* (FHWA, May 1996). Noise levels were measured with a tripod-mounted Brüel & Kjær 2231 sound level meter (SLM) equipped with a microphone and windscreen. The Brüel & Kjær SLM and its microphone were calibrated in the laboratory on July 21, 2011 by West Caldwell Calibration Laboratories, Inc. The laboratory calibrations were checked in the field with an acoustic calibrator. The microphones were mounted at an approximate height of five feet above ground level, which correlates to the average position of the human ear. Traffic speeds were observed from the posted speeds or the general speed of vehicles in the traffic flow (approximated by pacing traffic) during the time of field measurement. Traffic volumes by vehicle classification and vehicle speeds were observed and noted during each 15-minute measurement period.

The field measurement notes and SLM laboratory calibration sheets are included in Appendix B. Table 4 presents the field measurements and the validation results. TNM output files of the model validation are provided in Appendix C.

Table 4. Noise Model Validation

| Location | Date | Start Time | Field Measured (dB(A)) | Computer Predicted (dB(A)) | Difference (dB(A)) |
|--|---------|------------|------------------------|----------------------------|--------------------|
| Northwest corner of South 56 th Street and Shadow Pines Drive behind residence at 6700 Cumberland Drive | 2/21/12 | 9:35 A.M. | 64.1 | 63.0 | 1.1 |
| Northwest corner of South 56 th Street and Waltz Road south of the building that includes Physicians Weight Loss Center | 2/21/12 | 10:49 A.M. | 65.7 | 64.9 | 0.8 |
| Southwest quadrant of South 56 th Street and Waltz Road south of the building that includes Crossroads Physical Therapy | 2/21/12 | 11:16 A.M. | 64.2 | 63.6 | 0.6 |

TNM modeling predictions are considered within an acceptable level of accuracy if measured and predicted noise levels are within 3 dB(A). As shown in Table 4, the ability of TNM to predict satisfactorily noise levels for this project was validated.

2.6 Predicted Noise Levels

Predicted noise levels were calculated and compared to the No-Build Alternative and to the existing conditions noise levels at 53 noise-sensitive receptors adjacent to the proposed roadway improvements. Table 5 present the predicted noise levels for existing conditions, the No-Build Alternative, and the detailed study alternatives and compare the increase in the predicted detailed study alternatives noise levels to the predicted existing conditions. The locations of the representative receptors modeled are presented on the plan sheets provided in Appendix A. TNM output files of the noise analysis are provided in Appendix C.

Table 5. Predicted Traffic Noise Levels

| NSA | TNM Receptor Numbers ¹ | Land Use | Land Use Category | NAC ² | Predicted Noise Levels | | | Difference Existing vs. Build (d(BA)) |
|-----|-----------------------------------|------------------------|-------------------|------------------|------------------------|-----------------|--------------|---------------------------------------|
| | | | | | Existing (2012) | No-Build (2035) | Build (2035) | |
| 1 | 1 | residence | B | 66 | 64.3 | 65.3 | 65.3 | 1.0 |
| 2 | 2 | residence (playground) | C | 66 | 55.9 | 56.9 | 57.6 | 1.7 |
| | 2 | residence (soccer) | C | 66 | 59.4 | 60.4 | 60.8 | 1.4 |
| | 2 | residence (house) | B | 66 | 52.8 | 53.8 | 55.5 | 2.7 |
| | 3 | residence (razed) | E | 71 | 57.8 | 58.8 | 59.9 | 2.1 |
| | 4 | residence | B | 66 | 59.5 | 60.5 | 62.6 | 3.1 |
| | 5 | residence | B | 66 | 63.2 | 64.2 | 65.6 | 2.4 |
| | 6 | residence | B | 66 | 56.8 | 57.8 | 60.6 | 3.8 |
| | 7 | residence | B | 66 | 54.1 | 55.1 | 58.3 | 4.2 |
| | 8 | residence | B | 66 | 52.0 | 53.0 | 56.7 | 4.7 |
| | 9 | residence | B | 66 | 50.1 | 51.1 | 55.0 | 4.9 |
| | 10 | residence | B | 66 | 48.8 | 49.7 | 53.8 | 5.0 |
| | 11 | residence | B | 66 | 63.8 | 64.8 | 66.0 | 2.1 |
| | 12 | residence | B | 66 | 56.8 | 57.8 | 59.3 | 2.5 |
| | 13 | residence | B | 66 | 53.2 | 54.2 | 56.7 | 3.5 |
| | 14 | residence | B | 66 | 51.3 | 52.3 | 55.3 | 4.0 |
| | 15 | residence | B | 66 | 49.9 | 50.8 | 53.9 | 4.0 |
| 16 | residence | B | 66 | 48.5 | 49.4 | 52.5 | 4.0 | |
| 3 | 17 | residence | B | 66 | 67.8 | 68.8 | 69.9 | 2.1 |
| | 18 | residence | B | 66 | 67.8 | 68.8 | 69.9 | 2.1 |
| | 19 | residence | B | 66 | 67.6 | 68.6 | 69.8 | 2.2 |
| | 20 | residence | B | 66 | 67.5 | 68.5 | 69.7 | 2.2 |
| | 21 | residence | B | 66 | 67.4 | 68.4 | 69.7 | 2.3 |
| | 22 | residence | B | 66 | 67.3 | 68.2 | 69.7 | 2.4 |
| | 23 | residence | B | 66 | 67.2 | 68.2 | 69.8 | 2.6 |
| | 24 | residence | B | 66 | 67.1 | 68.1 | 69.7 | 2.6 |
| | 25 | residence | B | 66 | 53.9 | 54.9 | 55.3 | 1.4 |
| | 26 | residence | B | 66 | 50.2 | 51.2 | 51.6 | 1.4 |
| | 27 | residence | B | 66 | 48.0 | 49.0 | 49.7 | 1.7 |
| | 28 | residence | B | 66 | 46.8 | 47.8 | 48.9 | 2.1 |

Table 5. Predicted Traffic Noise Levels

| NSA | TNM Receptor Numbers ¹ | Land Use | Land Use Category | NAC ² | Predicted Noise Levels | | | Difference Existing vs. Build (d(BA)) |
|-----|-----------------------------------|-------------------------------------|-------------------|------------------|------------------------|-----------------|--------------|---------------------------------------|
| | | | | | Existing (2012) | No-Build (2035) | Build (2035) | |
| | 29 | residence | B | 66 | 46.4 | 47.4 | 49.1 | 2.7 |
| | 30 | residence | B | 66 | 46.6 | 47.6 | 50.0 | 3.4 |
| | 31 | residence | B | 66 | 48.0 | 49.0 | 51.8 | 3.8 |
| | 32 | residence | B | 66 | 51.5 | 52.4 | 54.9 | 3.4 |
| | 33 | residence | B | 66 | 48.7 | 49.7 | 52.7 | 4.1 |
| | 34 | residence | B | 66 | 65.0 | 66.0 | 68.8 | 3.6 |
| | 35 | residence | B | 66 | 57.3 | 58.3 | 60.8 | 3.5 |
| | 36 | residence | B | 66 | 60.0 | 61.0 | 63.8 | 3.8 |
| | 37 | residence | B | 66 | 63.2 | 64.2 | 67.2 | 3.9 |
| | 38 | residence | B | 66 | 60.2 | 61.2 | 63.7 | 3.4 |
| 4 | 39 | business office | E | 71 | 54.9 | 55.9 | 58.5 | 3.6 |
| | 40 | medical office | C | 66 | 52.1 | 53.0 | 56.4 | 4.3 |
| | 41 | medical office | C | 66 | 61.6 | 62.6 | 66.0 | 3.9 |
| | 42 | bank | E | 71 | 51.0 | 51.9 | 53.2 | 2.2 |
| | 43 | daycare (playground) | C | 66 | 47.5 | 48.4 | 51.0 | 3.5 |
| | 43 | daycare (playground) | C | 66 | 49.6 | 50.5 | 53.1 | 3.5 |
| | 43 | daycare | C | 66 | 48.2 | 49.1 | 51.9 | 3.7 |
| | 44 | dental office | C | 66 | 48.3 | 49.2 | 51.8 | 3.5 |
| | 45 | business office | E | 71 | 48.7 | 49.5 | 52.1 | 3.4 |
| | 46 | business office | E | 71 | 49.3 | 50.2 | 52.6 | 3.3 |
| | 47 | medical office | C | 66 | 54.6 | 55.5 | 57.8 | 3.2 |
| | 48 | medical office | C | 66 | 54.1 | 54.9 | 56.5 | 2.4 |
| | 49 | recreation (back) | C | 66 | 56.6 | 57.3 | 59.1 | 2.5 |
| | 49 | recreation (front)-BE3 ³ | C | 66 | 63.3 | 63.9 | 66.1 | 2.8 |
| | 49 | recreation (side) | C | 66 | 60.4 | 61.2 | 62.9 | 2.5 |
| | 50 | business office | E | 71 | 48.8 | 49.7 | 51.4 | 2.6 |
| | 51 | business office | E | 71 | 53.4 | 54.2 | 55.7 | 2.3 |
| | 52 | school | C | 66 | 56.6 | 57.3 | 59.3 | 2.7 |
| 53 | park | C | 66 | 55.0 | 56.0 | 58.9 | 3.9 | |
| 54 | recreation-BE1 | C | 66 | N/A | N/A | 66.3 | N/A | |
| 55 | recreation-BE2 | C | 66 | N/A | N/A | 66.0 | N/A | |

¹The locations of the noise-sensitive receptors modeled are shown on the plan sheets provided in Appendix A.

²As indicated in Table 2, Categories B and C NAC is 66 dB(A); Category E NAC is 71 dB(A).

³BE designation on the recreation (Adventure Golf Center) receptors (49, 54, and 55) indicates these receptors are included for the purpose of a barrier evaluation (BE) specifically for Category C. Receptors 54 and 55 are located at the miniature golf course and were added to the Build Condition model after the initial analysis for barrier evaluation purposes and do not have values for Existing and No-Build conditions.

Fifteen noise receptors representing 11 residences (receptors 11, 17 to 24, 34, and 37), one medical office (receptor 41), and three recreational facility (receptors 49-front, 54, and 55) are predicted to approach or exceed the NAC for Category B and C, respectively. The predicted

traffic noise levels for Build 2035 do not substantially exceed existing noise levels by 15 dB(A). Noise abatement measures are evaluated for the 15 impacted residences in Section 3.0.

3.0 Evaluation of Noise Abatement Alternatives

NDOR requires that when the noise levels attributed to a proposed roadway project approach or exceed the NAC, noise abatement measures must be considered. Also, when predicted future noise levels result in a substantial increase over existing noise levels in accordance with NDOR's *Noise Analysis and Abatement Policy* (July 13, 2011), noise abatement must be considered. However, in addition to these requirements for considering noise abatement, there also must be noise impacts as a result of the proposed project to noise-sensitive receptors for abatement to be considered. Because noise levels at locations along the study corridor were determined to approach or exceed the NAC for Activity Category B, the feasibility and reasonableness of noise abatement measures were evaluated. These measures included vegetative buffers, Transportation Systems Management measures, alignment modifications, and noise barriers.

3.1 Vegetative Buffer

Vegetation must be a minimum of 100 feet thick, a minimum of 20 feet high, and so dense that it cannot be seen through in order to provide at least a 5 dB(A) noise reduction. The psychological effect of the vegetative buffer visually shielding highway traffic can be beneficial. However, a vegetative buffer that is less than 100 feet thick would not provide adequate noise abatement.

The existing right-of-way on South 56th Street is limited and would not support the minimum requirements for an effective vegetative buffer. Significant additional right-of-way would be required to provide the necessary width and thickness for the vegetative buffer, and would involve the displacement of adjacent residences.

In most cases, the use of vegetative buffers as a mitigation measure would involve land acquisition. Typically the affected residences would be displaced with the placement of this mitigation measure on the acquired properties. The remaining residences, if any, would be farther away from the proposed roadway improvements, and generally would not have predicted noise values that would approach or exceed the NAC.

The use of vegetation for noise abatement is not considered reasonable for this project because of the substantial amount of right-of-way necessary to make vegetative barriers effective. The cost to acquire the additional property and affected receptors within the buffer zone would exceed the allowable cost per benefited receptor and thus not be reasonable.

3.2 Transportation Systems Management Measures

Transportation Systems Management (TSM) measures are defined as alternatives that seek to maximize the efficiency of the existing transportation system without a major capital investment.

TSM alternatives were not examined during the EA. However, mitigation measures were proposed under the "Improvements per the Comprehensive Plan" and "Other Alternatives" that includes the following:

- The "Improvements per the Comprehensive Plan" is a four-lane divided roadway alternative that included the following measures:

- Reduce impacts by using existing rights-of-way where feasible.
- Eliminate roadside ditches to increase safety and provide space for pedestrian/bicycle facilities.
- Consider noise mitigation measures.
- The “Other Alternatives” proposed a four-lane undivided roadway that would limit land acquisition (and traffic volumes would not be as close to adjacent residences, relative to the other alternative).

The proposed improvement for this project incorporates the four-lane divided roadway alternative. The “Other Alternatives that would limit land acquisition and may have a relatively reduced noise impact, would not provide the additional capacity and safety. It was concluded that the TSM measures would not meet the purpose and need and is not a reasonable alternative.

3.3 Alignment Modifications

Alignment modification involves orienting and/or siting the roadway at sufficient distances from the residential areas in order to minimize traffic noise. Because of limited right-of-way, shifting the alignment to reduce noise impacts would likely result in more severe impacts, including property acquisitions, residential and business relocations, and other environmental impacts. In addition on South 56th Street, residential areas line both sides of the road in many areas so altering the alignment would increase noise levels for residents on one side of the road, while decreasing them on another. Modifications to the highway alignment are not considered reasonable for this project.

3.4 Noise Barriers

Noise barriers reduce noise levels by blocking the sound path between a roadway and noise-sensitive receptors. To be effective in reducing traffic-induced noise levels, a noise barrier must be relatively long, continuous (with no intermittent openings), sufficiently dense, and high enough to provide the necessary reduction in noise levels.

Noise barriers were determined to be the only potentially feasible and reasonable abatement measure for some portions of this project. Noise barriers were considered at areas along the project corridor where noise impacts were predicted. Each potential noise barrier was analyzed at varying heights ranging from 8 to 22 feet (if necessary), in height intervals of 2 feet.

For a barrier to be considered feasible, it should meet the following criteria:

- Provide a minimum insertion loss (IL) (noise reduction) of at least 5 dB(A) for 60 percent of the front row impacted receptors located directly behind the noise wall.
- Determine that is possible to design and construct a noise abatement measure. Considerations should be given to the following feasibility items:
 1. Can the barrier be designed to fit the topography and still be maintained?
 2. Can the exposed height of a noise barrier be built at 30 feet high or less?
 3. Safety concerns:
 - A. Can the barrier be located beyond the clear recovery zone?
 - B. Can the barrier be incorporated into existing or designed highway barriers?

For a barrier to be considered reasonable, it should meet the following criteria:

- Must be considered feasible, otherwise a reasonable analysis will not be done.

- A minimum of 40 percent of benefited front row receptors directly behind the noise wall must achieve a 7 dB(A) noise reduction.
- NDOR defines cost effectiveness as dollars per benefited receiver. Cost must not exceed \$40,000 per benefited receptor. This is based on 2010 construction price estimates of \$44 per square foot. The cost of utility relocation, drainage control, and ROW acquisition will be factored into the cost effectiveness of noise abatement. Aesthetic treatment is not factored into cost.
- A noise abatement public informational meeting will be held for feasible and preliminary reasonable noise abatement, as part of the process for a final determination of whether abatement would be reasonable. Benefited property owners and residents, defined as achieving at least 5 dB(A) reduction, would be given an opportunity to vote in the form of a ballot vote. Consideration of viewpoints of all benefited receptors shall be solicited with weighted voting. Noise abatement will be provided if at least 75 percent of points from returned ballots are in favor of the proposed noise barrier.

A complete listing of these criteria and definitions can be found in NDOR's *Noise Analysis and Abatement Policy* (July 13, 2011) in Appendix D.

Noise barrier evaluations were completed for impacted receptors (Category B receptors 11, 17 to 24, 34, 37, and Category C receptors 41, 49-front, 54, and 55). Impacted receptors 17 to 24 represent eight front row residences at the northeast corner of South 56th Street and Shadow Pines Drive. The noise barrier evaluated at this site is considered feasible. The noise barrier evaluation that includes these receptors is further explained in Section 3.4.1.1. Impacted receptors 49-front, 54, and 55 represent three front row locations within the limits of the miniature golf property and located at areas of frequent human use (putting green and walkways). The noise barrier evaluated at this site is considered feasible. The noise barrier evaluation that includes these receptors is further explained in Section 3.4.1.2.

Impacted receptors 11, 34, 37, and 41 are separate and isolated front row homes (and one medical facility – receptor 41) that are adjacent to South 56th Street. Residences represented by the impacted receptors and other residences in this neighborhood adjacent to South 56th Street have driveways with direct access to South 56th Street. Noise barriers considered on either side of South 56th Street would have gaps to allow access (and line of sight clearance) for all residences in the neighborhood. Due to the residences access to South 56th Street, which is maintained by the proposed improvements, a long, continuous and acoustically effective noise wall that would provide the minimum insertion loss of 5 dB(A) could not be evaluated for noise walls in front of receptors 11 and 37. Noise barriers adjacent to receptors 11 and 37 were considered not feasible and an analysis for reasonableness was not completed.

For noise walls in front of impacted receptors 34 and 41, the minimum insertion loss of 5 dB(A) was achieved. However, the minimum design noise reduction of 7 dB(A) could not be achieved for the noise wall in front of receptor 34 and this noise wall was determined to be not reasonable. The minimum design noise reduction was achieved for the noise wall in front of receptor 41, but the noise wall was determined to be not reasonable since the cost exceeded \$40,000 per benefited receptor.

3.4.1 Noise Barrier Evaluation

3.4.1.1 Category B

Eight residences (represented by receptors 17 to 24) within NSA 3, located at the northeast quadrant of the South 56th Street and Shadow Pines Drive intersection, are predicted to be exposed to noise levels that exceed the NAC for Category B. The impacted receptors are two-story townhomes adjacent to South 56th Street; however, the homes only back up to South 56th Street and have driveways with access to minor roads and to Shadow Pines Drive. The first, second, and third row residences in this subdivision all consist of two-story closely spaced structures. A 507 feet long noise barrier was evaluated. This continuous noise barrier was placed adjacent to the impacted receptors along the north side of Shadow Pines Drive and along South 56th Street, within the roadway right-of-way.

The results of the barrier analysis indicate that at heights of 8 to 12 feet the barrier would provide a noise reduction that exceeds the minimum insertion loss of 5 dB(A) and the noise reduction design goal of 7 dB(A) for all eight impacted front row residences. The impacted residences would receive an average noise reduction of 11 to 14 dB(A), depending on the evaluated barrier heights.

Preliminary feasible noise barriers at heights of 8 to 12 feet would meet the reasonable criterion of \$40,000 per benefited receptor. The noise barriers would range in cost between \$178,464 and \$267,696, depending on barrier height. Noise barrier reasonableness were evaluated up to 12 feet only because it was determined that even at heights up to 22 feet, there were no additional receptors (second or third row) that are being benefited. Thus, noise barrier cost would increase with increase in barrier height and the cost per benefit would simply increase as well (and likely exceed the reasonable criterion of \$40,000 per benefited receptor). Second or third row receptors behind the noise wall were not being benefited by a higher wall because the two-story closely spaced structure of first row residences (as well as second row structures) is shielding the back row receptors. Table 6 provides a summary of the noise barrier evaluation. Noise barriers at heights of 8 to 12 feet were determined to be preliminary feasible and reasonable and would be forwarded to final design.

Table 6. Noise Barrier Evaluation Matrix (receptors 17 to 24)

| Noise Wall Height (in feet) | Impacted Receptors/ Benefited Receptors | Average Noise Reduction (in dB(A)) | Noise Wall Dimensions (in feet) | Noise Wall Cost (@ \$44/sq.ft.) | Cost Effectiveness |
|-----------------------------|---|------------------------------------|---------------------------------|---------------------------------|--------------------|
| 8 | 8/8 | 11 | 8x507 | \$178,464 | \$22,308 |
| 10 | 8/8 | 13 | 10x507 | \$223,080 | \$27,885 |
| 12 | 8/8 | 14 | 12x507 | \$267,696 | \$33,462 |

3.4.1.2 Category C

Three front row noise receptor (represented by receptors 49-front, 54, and 55) within NSA 4, at the Adventure Golf Center property, are predicted to be exposed to noise levels that exceed the NAC for Category C. A 360 feet long noise barrier was evaluated; appropriate in length to still provide the minimum 5 dB(A) insertion loss. This continuous noise barrier (parallel to the roadway) was placed adjacent to the impacted receptors along the west side of South 56th Street, within the roadway right-of-way.

The average lot frontage of all Category B developments within the project limits is 145 feet. This includes townhomes at the northeast quadrant of South 56th Street and Shadow Pines

Drive intersection, 1-acre single family residential property at the northwest quadrant of South 56th Street and Shadow Pines Drive intersection, and isolated single-family frontage homes on the east side of South 56th Street. The miniature golf property has a frontage of approximately 360 feet (measuring the frontage of the miniature golf playground to the business office, and not including the paved parking lot to the north). Dividing the frontage length of the miniature golf property by the average lot frontage of all Category B developments would equal to 3 (rounded up) receptors to be analyzed,

The results of the barrier analysis indicate that at heights of 8 to 12 feet the barrier would provide a noise reduction that exceeds the minimum insertion loss of 5 dB(A) for all three impacted receptors, and the noise reduction design goal of 7 dB(A) for at least two impacted front row receptors (meeting the minimum of 40 percent of front row benefited receptors that achieve a 7 dB(A) noise reduction). The impacted receptors would receive an average noise reduction of 6.5 to 7.7 dB(A), depending on the evaluated barrier heights. The results of the barrier evaluation show that preliminary feasible noise barriers at heights of 8 to 12 feet would not meet the reasonable criterion of \$40,000 per benefited receptor. Table 7 provides a summary of the noise barrier evaluation. Noise barriers at heights of 8 to 12 feet were determined to be preliminary feasible and reasonable and would be forwarded to final design.

Table 7. Noise Barrier Evaluation Matrix (receptors 49-front, 54, and 55)

| Noise Wall Height (in feet) | Impacted Receptors/ Benefited Receptors | Average Noise Reduction (in dB(A)) | Noise Wall Dimensions (in feet) | Noise Wall Cost (@ \$44/sq.ft.) | Cost Effectiveness |
|-----------------------------|---|------------------------------------|---------------------------------|---------------------------------|--------------------|
| 8 | 3/3 | 6.5 | 8x360 | \$126,720 | \$42,240 |
| 10 | 3/3 | 7.3 | 10x360 | \$158,400 | \$52,800 |
| 12 | 3/3 | 7.7 | 12x360 | \$190,080 | \$63,360 |

4.0 Construction Noise

The major construction elements of this project are expected to be earth removal, hauling, grading, bridge culvert construction, and paving. During daytime hours, general construction noise impacts, such as temporary speech interference for passersby and those individuals living or working near the project, can be expected, particularly from paving operations and from the earth moving equipment during grading operations. During evening and nighttime hours, steady-state construction noise such as from paving operations may be audible and may cause impacts to activities such as sleep. Sporadic evening and nighttime construction equipment noise such as from backup alarms, and lift gate closures (“slamming” of dump truck gates) will be perceived as distinctly louder than the steady-state acoustic environment, and may cause impacts in noise-sensitive areas.

For this project, noise-sensitive areas that may experience construction noise that could temporarily interfere with daily activities include residences may be at the location of the proposed noise barrier immediately north of Shadow Pines Drive and with the new structure construction at Beal Slough.

However, overall, construction noise impacts are expected to be minimal, since the construction noise would be relatively short in duration at any given location. Furthermore, the transmission loss characteristics of surrounding wooded areas and other natural topographic and man-made

features are considered sufficient to moderate many of the effects of intrusive construction noise. The contractor will be responsible for complying with "Noise Control Ordinance" of the City of Lincoln, Chapter 8.24.

Potential localized measures that can be evaluated for inclusion in the plans and specifications include, but are not limited to, design considerations, community outreach for upcoming construction projects, controlling noise emission at the source (equipment or exhaust muffler, elimination of "tail gate banging", ambient-sensitive backup alarms, etc.), site control (operate equipment far away from noise-sensitive sites), and limiting work hours on construction sites.

5.0 Public Outreach and Local Officials

5.1 Selection of Preferred Feasible/Reasonable Noise Barrier and Solicitation of Public Viewpoint

The feasible and reasonable 8-foot high and 507-foot long noise barrier at NSA 3 was determined to be the preferred noise barrier in a meeting with NDOR on September 17, 2012. The public outreach to determine the viewpoint of property owners benefited by the preferred noise barrier commenced after this meeting.

The preferred noise barrier was presented by the City of Lincoln to the public for review on October 11, 2012; information packets were either mailed or hand delivered to 14 property owners benefited by the noise barrier, and public notice of the information meeting was placed in the Lincoln Journal Star and the City of Lincoln's website several weeks prior to the October 11, 2012 public presentation. The information packets included surveys that requested property owners express their desire for or against the proposed noise barrier. Of the 14 property owners contacted, 10 returned completed surveys in favor of the noise barrier. Based on the results of the survey, property owners of impacted residences adjacent to the proposed noise barrier at NSA 3 expressed their majority opinion with more than 75 percent (minimum required by NDOR) in favor of the noise barrier.

5.2 Local Officials Coordination

In an effort to prevent future traffic noise impacts on currently undeveloped lands, local officials within whose jurisdiction the transportation facility project is located, will be informed by the City of Lincoln of the following:

- The best estimation of future noise levels (for various distances from the highway improvement) for developed and undeveloped lands and properties in the immediate vicinity of the transportation facility.
- Information that may be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels.
- Non-eligibility for Federal-aid participation for Type II projects as described in 23 CFR 772.15(b).

6.1 Conclusions & Requirements for NEPA Decision

6.1.1 Noise Study Impacts

Of the 55 noise receptors included in the noise analysis, 15 noise receptors representing 11 single-family residences (receptors 11, 17 to 24, 34, and 37), one medical office (receptor 41), and three recreational facility (receptor 49-front, 54, and 55) are predicted to be exposed to noise levels that approach or exceed the NAC for Activity Categories B and C.

Receptors 17 to 24 are located in a subdivision at the northeast quadrant of South 56th Street and Shadow Pines Drive. Receptors 11, 34, 37 and 41 are separate isolated residences (and one medical office) adjacent to South 56th Street and have driveways with direct access to South 56th Street. Receptors 49-front, 54, and 55 are located within the miniature golf course property.

The predicted traffic noise levels for Build 2035 do not substantially exceed existing noise levels by 15 dB(A).

The residence that NDOR had requested to be included in the noise analysis, located on the northeast corner of South 56th Street and Pine Lake Road, was not predicted to approach or exceed the NAC for the existing, non-build, or build scenarios.

6.1.2 Noise Abatement Measures

Noise abatement measures were considered for all impacted noise receptors. A detailed noise barrier evaluation was completed for impacted residences represented by receptors 17 to 24. Noise barriers at heights of 8 to 12 feet were determined to be feasible and reasonable for impacted Category B receptors 17 to 24, and will be incorporated into the project.

Since a long, continuous and acoustically effective noise barrier could not be evaluated for impacted Category B receptors 34 and 37, noise barriers adjacent to receptor 34 or 37 were considered not feasible and an analysis for reasonableness was not completed. Thus, no abatement measure appears to be reasonable for impacted receptors 34 and 37.

A noise barrier adjacent to Category B receptor 11 was determined to be feasible; however, the noise barrier could not provide the minimum design noise reduction of 7 dB(A) and was determined not reasonable.

Noise barriers adjacent to Category C receptors 41, 49-front, 54, and 55 were determined to be feasible. Noise barriers adjacent to receptors 41, 49-front, 54, and 55 were determined to be not reasonable because the cost of the noise barrier per benefited receptor exceeded \$40,000.

Noise barriers were not evaluated for noise-sensitive receptors at NSA 1 and NSA 2 because noise-sensitive receptors at those locations were not predicted to be exposed to noise levels that would approach or exceed the NAC for Categories B, C, or E.

6.2 Recommendations for Further Study

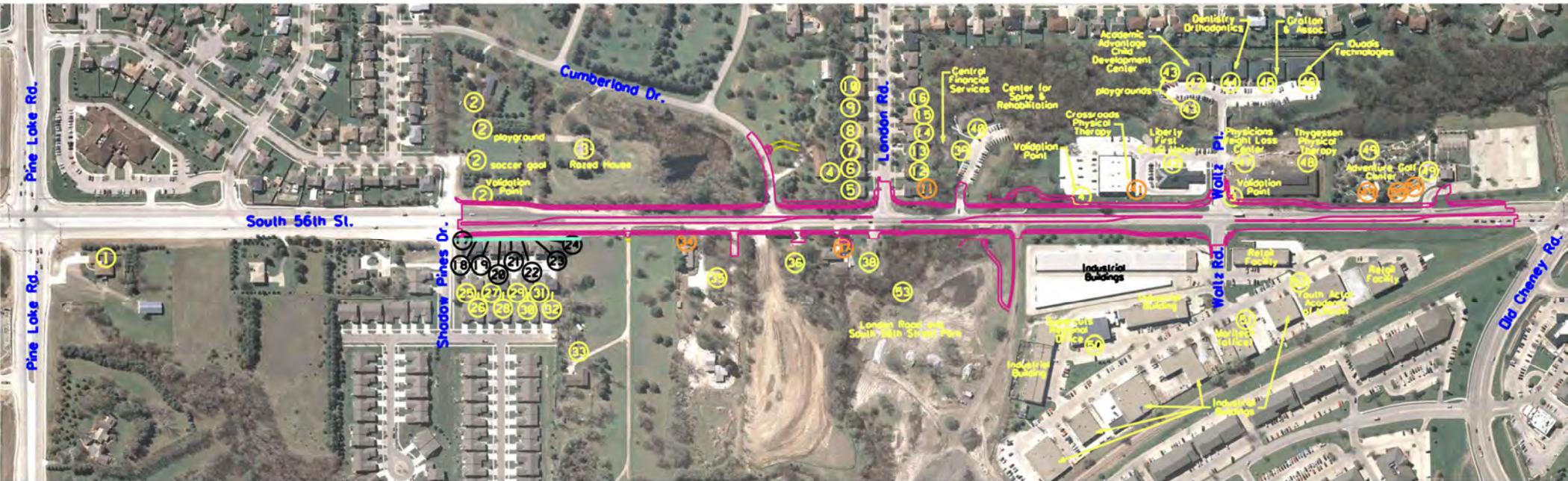
The City of Lincoln is committed to the construction of feasible and reasonable noise abatement measures for impacted receptors:

- According to this study and outcome of the public outreach, construct one feasible and reasonable noise barrier at NSA 3, with a continuous length of 507 feet, and placed adjacent to the impacted receptors along the north side of Shadow Pines Drive and along South 56th Street, within the roadway right-of-way.

7.0 References

- Federal Highway Administration. March 13, 1984. "Analysis of Highway Construction Noise." Technical Advisory T6160.2, 4 pages.
- Federal Highway Administration. June 1995. "Highway Traffic Noise Analysis and Abatement Policy and Guidance."
- Federal Highway Administration. May 1996. *Measurement of Highway-Related Noise*. Report Number FHWA-PD-96-046, Cynthia S.Y. Lee and Gregg Fleming, 206 pages. Available from National Technical Information Service (NTIS), 5285 Port Royal Road, Springfield, Virginia, 22161.
- Federal Highway Administration. January 1998. *FHWA Traffic Noise Model[®], Version 1.0 Users Guide*. Report Number FHWA-PD-96-009, 192 pages. Available from McTrans Center, University of Florida, Gainesville, Florida.
- Federal Highway Administration. February 2000. *FHWA Highway Noise Barrier Design Handbook*. Gregg G. Fleming, Harvey S. Knauer, Cynthia S. Y. Lee, and Soren Pedersen. Available: <http://www.fhwa.dot.gov/environment/noise/design/index.htm>.
- Federal Highway Administration. February 2003. "Traffic Noise Model (TNM) Version 2.5 and User Guide."
- Federal Highway Administration. July 2011. "Procedures for Abatement of Highway Traffic Noise and Construction Noise." 23 Code of Federal Regulations, Part 772.
- Nebraska Department of Roads. July 13, 2011. "Noise Analysis and Abatement Policy."
- Schemmer. February 14, 2012. *Existing and Forecast Traffic Volumes Memorandum*.
- Federal Transit Administration
- US Environmental Protection Agency

TNM Receptors/Project Location Map
 South 56th Street, Shadow Pines to Old Cheney Road
 City of Lincoln Nebraska
 Lancaster County
 Project LCLC-5241(5), CN 13141
 City Number 701923



| | | | |
|--|--------------------------------|--|----------------------------------|
| | Edge of Pavement/Sidewalk/Bike | | Approached or Exceeded Threshold |
| | Gravel Drive/Area | | Feasible/Reasonable to Mitigate |
| | Noise Wall* | | Remainder |

*Exact location, height and length to be determined during final design

**Years 2012, 2035, and 2040 Traffic Data,
Field Measurement Notes &
SLM Laboratory Calibration Sheets**

MEMORANDUM

DATE: February 14, 2012 (revised)

TO: Fred Beck, P.E.
E & A Consulting Group

FROM: Mark E. Lutjeharms, P.E., PTOE
Schemmer

SUBJECT: South 56th Street, Shadow Pines Drive to Old Cheney Road
LCLC-5241(5), CN 13141, City No. 701923
Existing & Forecast Traffic Volumes

Existing 24-hour (daily) traffic volumes (collected by Schemmer) and year 2040 daily forecast volumes are summarized below. Also summarized in this table are year 2035 (20 years beyond construction) volumes which will be used in all subsequent traffic analyses.

| Street / Segment | Existing (2012) Daily Volume ¹ | 2040 Daily Volume ² | 2035 Daily Volume ³ |
|---|--|-----------------------------------|-----------------------------------|
| <i>S. 56th Street</i> | | | |
| Shadow Pines Dr. – London Rd. | 16,000 | 21,000 | 20,100 |
| London Rd. – Waltz Rd. | 16,700 | 22,300 | 21,300 |
| Waltz Rd. – Old Cheney Rd. | 18,700 | 22,000 | 21,400 |
| Old Cheney Rd. – Highway 2 | 20,500 | 27,200 | 26,000 |
| <i>London Road</i> | | | |
| S. 53 rd St. – S. 56 th St. | 1,100 | 1,200 ⁴ | 1,200 |
| <i>Old Cheney Road</i> | | | |
| S. 53 rd St. – S. 56 th St. | 19,000 | 24,400 | 23,400 |
| S. 56 th St. – Highway 2 | 16,800 | 21,600 | 20,700 |

Note: Volumes rounded to nearest 100 vehicles

¹ S. 56th St. and London Rd. volumes collected in November 2011; Old Cheney Rd. volumes in January 2012

² 2040 Daily Model Volumes w/ 2040 Fiscally Constrained Projects (Lincoln MPO, February 2012)

³ Interpolated (straight-line) between 2012 and 2040 volumes

⁴ Estimated using 0.25% annual growth rate

Attached to this memorandum are the following:

- 15-minute and hourly summaries and plots of daily volume data collection activities (Note: summaries are for display of raw data only. Software calculations of peak volumes, peak hour factors (PHFs) and ADTs should be ignored.)
- Summaries of turning movement volumes collected at seven (7) locations
- Plots of 2040 forecasts provided by Lincoln MPO

Cc: Kris Humphrey, P.E. – City of Lincoln
Karl Fredrickson, P.E. – Parsons Brinckerhoff

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Mon 11/14/2011

Site Reference: 111408152425
 Site ID: 111408152425
 Location: 56th - Shadow Pines to London
 Direction: NORTH

File: London.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 175 | 350 | 525 | 700 |
|-------|-----|-----|-----|-----|-------|---|-----|-----|-----|-----|
| 00:00 | | | | | | | | | | |
| 01:00 | | | | | | | | | | |
| 02:00 | | | | | | | | | | |
| 03:00 | | | | | | | | | | |
| 04:00 | | | | | | | | | | |
| 05:00 | | | | | | | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | 65 | 108 | 163 | 130 | 466 | | | | | |
| 09:00 | 123 | 108 | 114 | 126 | 471 | | | | | |
| 10:00 | 137 | 98 | 125 | 143 | 503 | | | | | |
| 11:00 | 118 | 117 | 159 | 121 | 515 | | | | | |
| 12:00 | 147 | 119 | 130 | 151 | 547 | | | | | |
| 13:00 | 134 | 124 | 116 | 114 | 488 | | | | | |
| 14:00 | 138 | 124 | 131 | 130 | 523 | | | | | |
| 15:00 | 122 | 123 | 152 | 164 | 561 | | | | | |
| 16:00 | 153 | 164 | 157 | 115 | 589 | | | | | |
| 17:00 | 170 | 179 | 156 | 173 | 678 | | | | | |
| 18:00 | 164 | 111 | 129 | 95 | 499 | | | | | |
| 19:00 | 87 | 90 | 83 | 72 | 332 | | | | | |
| 20:00 | 64 | 53 | 50 | 56 | 223 | | | | | |
| 21:00 | 55 | 40 | 46 | 20 | 161 | | | | | |
| 22:00 | 23 | 18 | 10 | 14 | 65 | | | | | |
| 23:00 | 14 | 6 | 16 | 7 | 43 | | | | | |

TOTAL 6664

AM Times 11:00 Largest Interval: 159
 AM Peaks 537 PHF: .84
 PM Times 17:15 Largest Interval: 179
 PM Peaks 678 PHF: .94

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Mon 11/14/2011

Site Reference: 111408152425
 Site ID: 111408152425
 Location: 56th - Shadow Pines to London
 Direction: BOTH

File: London.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 500 | 1000 | 1500 | 2000 |
|-------|-----|-----|-----|-----|-------|-------|-----|------|------|------|
| 00:00 | | | | | | | | | | |
| 01:00 | | | | | | | | | | |
| 02:00 | | | | | | | | | | |
| 03:00 | | | | | | | | | | |
| 04:00 | | | | | | | | | | |
| 05:00 | | | | | | | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | 105 | 260 | 251 | 242 | 858 | ***** | | | | |
| 09:00 | 211 | 200 | 200 | 236 | 847 | ***** | | | | |
| 10:00 | 228 | 188 | 227 | 230 | 873 | ***** | | | | |
| 11:00 | 232 | 210 | 277 | 237 | 956 | ***** | | | | |
| 12:00 | 248 | 236 | 256 | 290 | 1030 | ***** | | | | |
| 13:00 | 250 | 246 | 284 | 223 | 1003 | ***** | | | | |
| 14:00 | 267 | 262 | 244 | 258 | 1031 | ***** | | | | |
| 15:00 | 279 | 280 | 335 | 349 | 1243 | ***** | | | | |
| 16:00 | 323 | 353 | 349 | 331 | 1356 | ***** | | | | |
| 17:00 | 379 | 400 | 358 | 382 | 1519 | ***** | | | | |
| 18:00 | 332 | 256 | 272 | 221 | 1081 | ***** | | | | |
| 19:00 | 208 | 195 | 172 | 168 | 743 | ***** | | | | |
| 20:00 | 167 | 120 | 146 | 128 | 561 | ***** | | | | |
| 21:00 | 127 | 118 | 97 | 68 | 410 | ***** | | | | |
| 22:00 | 46 | 55 | 28 | 29 | 158 | **** | | | | |
| 23:00 | 29 | 27 | 27 | 15 | 98 | ** | | | | |

TOTAL 13767

AM Times 08:30 Largest Interval: 260
 AM Peaks 964 PHF: .92

PM Times 17:15 Largest Interval: 400
 PM Peaks 1519 PHF: .94

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Tue 11/15/2011

Site Reference: 111408152425
 Site ID: 111408152425
 Location: 56th - Shadow Pines to London
 Direction: NORTH

File: London.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 250 | 500 | 750 | 1000 |
|-------|-----|-----|-----|-----|-------|-------|-----|-----|-----|------|
| 00:00 | 13 | 7 | 3 | 4 | 27 | * | | | | |
| 01:00 | 5 | 1 | 1 | 2 | 9 | | | | | |
| 02:00 | 7 | 1 | 1 | 2 | 11 | | | | | |
| 03:00 | 1 | 0 | 1 | 1 | 3 | | | | | |
| 04:00 | 3 | 5 | 10 | 15 | 33 | * | | | | |
| 05:00 | 15 | 23 | 40 | 40 | 118 | ***** | | | | |
| 06:00 | 72 | 96 | 124 | 124 | 416 | ***** | | | | |
| 07:00 | 157 | 250 | 259 | 234 | 900 | ***** | | | | |
| 08:00 | 181 | 168 | 164 | 141 | 654 | ***** | | | | |
| 09:00 | 115 | 124 | 119 | 98 | 456 | ***** | | | | |
| 10:00 | 100 | 99 | 98 | 113 | 410 | ***** | | | | |
| 11:00 | 117 | 125 | 114 | 130 | 486 | ***** | | | | |
| 12:00 | 144 | 106 | 126 | 134 | 510 | ***** | | | | |
| 13:00 | 130 | 123 | 123 | 116 | 492 | ***** | | | | |
| 14:00 | 113 | 115 | 123 | 150 | 501 | ***** | | | | |
| 15:00 | 137 | 121 | 133 | 149 | 540 | ***** | | | | |
| 16:00 | 169 | 133 | 152 | 163 | 617 | ***** | | | | |
| 17:00 | 168 | 220 | 167 | 168 | 723 | ***** | | | | |
| 18:00 | 151 | 139 | 133 | 105 | 528 | ***** | | | | |
| 19:00 | 105 | 71 | 87 | 71 | 334 | ***** | | | | |
| 20:00 | 71 | 76 | 58 | 36 | 241 | ***** | | | | |
| 21:00 | 45 | 45 | 37 | 31 | 158 | ***** | | | | |
| 22:00 | 30 | 20 | 15 | 12 | 77 | **** | | | | |
| 23:00 | 11 | 10 | 12 | 8 | 41 | ** | | | | |

TOTAL 8285

AM Times 07:30 Largest Interval: 259
 AM Peaks 924 PHF: .89
 PM Times 17:15 Largest Interval: 220
 PM Peaks 723 PHF: .82

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Tue 11/15/2011

Site Reference: 111408152425
 Site ID: 111408152425
 Location: 56th - Shadow Pines to London
 Direction: BOTH

File: London.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 500 | 1000 | 1500 | 2000 |
|-------|-----|-----|-----|-----|-------|-------|-----|------|------|------|
| 00:00 | 18 | 13 | 9 | 9 | 49 | * | | | | |
| 01:00 | 15 | 5 | 6 | 4 | 30 | | | | | |
| 02:00 | 9 | 2 | 2 | 3 | 16 | | | | | |
| 03:00 | 5 | 2 | 3 | 4 | 14 | | | | | |
| 04:00 | 4 | 9 | 18 | 21 | 52 | * | | | | |
| 05:00 | 26 | 35 | 57 | 63 | 181 | **** | | | | |
| 06:00 | 85 | 121 | 151 | 194 | 551 | ***** | | | | |
| 07:00 | 201 | 331 | 353 | 371 | 1256 | ***** | | | | |
| 08:00 | 299 | 259 | 256 | 236 | 1050 | ***** | | | | |
| 09:00 | 193 | 214 | 222 | 183 | 812 | ***** | | | | |
| 10:00 | 178 | 187 | 177 | 198 | 740 | ***** | | | | |
| 11:00 | 200 | 212 | 224 | 243 | 879 | ***** | | | | |
| 12:00 | 264 | 240 | 240 | 265 | 1009 | ***** | | | | |
| 13:00 | 259 | 244 | 242 | 225 | 970 | ***** | | | | |
| 14:00 | 252 | 233 | 254 | 282 | 1021 | ***** | | | | |
| 15:00 | 260 | 296 | 291 | 330 | 1177 | ***** | | | | |
| 16:00 | 345 | 342 | 321 | 366 | 1374 | ***** | | | | |
| 17:00 | 381 | 426 | 371 | 366 | 1544 | ***** | | | | |
| 18:00 | 323 | 308 | 286 | 232 | 1149 | ***** | | | | |
| 19:00 | 240 | 187 | 199 | 165 | 791 | ***** | | | | |
| 20:00 | 141 | 152 | 131 | 115 | 539 | ***** | | | | |
| 21:00 | 130 | 108 | 86 | 61 | 385 | ***** | | | | |
| 22:00 | 62 | 35 | 39 | 28 | 164 | **** | | | | |
| 23:00 | 30 | 23 | 21 | 17 | 91 | ** | | | | |

TOTAL 15844

AM Times 07:30 Largest Interval: 371
 AM Peaks 1354 PHF: .91
 PM Times 17:00 Largest Interval: 426
 PM Peaks 1544 PHF: .90

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Wed 11/16/2011

Site Reference: 111408152425
 Site ID: 111408152425
 Location: 56th - Shadow Pines to London
 Direction: NORTH

File: London.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 225 | 450 | 675 | 900 |
|-------|-----|-----|-----|-----|-------|-------|-----|-----|-----|-----|
| 00:00 | 2 | 5 | 9 | 8 | 24 | * | | | | |
| 01:00 | 10 | 2 | 2 | 0 | 14 | | | | | |
| 02:00 | 4 | 2 | 2 | 1 | 9 | | | | | |
| 03:00 | 0 | 4 | 1 | 2 | 7 | | | | | |
| 04:00 | 5 | 5 | 10 | 6 | 26 | * | | | | |
| 05:00 | 19 | 24 | 37 | 45 | 125 | ***** | | | | |
| 06:00 | 43 | 86 | 133 | 134 | 396 | ***** | | | | |
| 07:00 | 169 | 214 | 234 | 218 | 835 | ***** | | | | |
| 08:00 | 168 | 159 | 183 | 140 | 650 | ***** | | | | |
| 09:00 | 105 | 115 | 128 | 144 | 492 | ***** | | | | |
| 10:00 | 127 | 111 | 114 | 120 | 472 | ***** | | | | |
| 11:00 | 133 | 127 | 81 | 0 | 341 | ***** | | | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 13:00 | 0 | 2 | 0 | 0 | 2 | | | | | |
| 14:00 | 0 | | | | 0 | | | | | |
| 15:00 | | | | | | | | | | |
| 16:00 | | | | | | | | | | |
| 17:00 | | | | | | | | | | |
| 18:00 | | | | | | | | | | |
| 19:00 | | | | | | | | | | |
| 20:00 | | | | | | | | | | |
| 21:00 | | | | | | | | | | |
| 22:00 | | | | | | | | | | |
| 23:00 | | | | | | | | | | |

TOTAL 3393

AM Times 07:15 Largest Interval: 234
 AM Peaks 835 PHF: .89
 PM Times 12:45 Largest Interval: 2
 PM Peaks 2 PHF: .25

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Wed 11/16/2011

Site Reference: 111408152425
 Site ID: 111408152425
 Location: 56th - Shadow Pines to London
 Direction: BOTH

File: London.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 500 | 1000 | 1500 | 2000 |
|-------|-----|-----|-----|-----|-------|-------|-----|------|------|------|
| 00:00 | 6 | 13 | 19 | 13 | 51 | * | | | | |
| 01:00 | 11 | 4 | 5 | 6 | 26 | | | | | |
| 02:00 | 6 | 7 | 4 | 2 | 19 | | | | | |
| 03:00 | 1 | 6 | 2 | 9 | 18 | | | | | |
| 04:00 | 8 | 10 | 17 | 20 | 55 | * | | | | |
| 05:00 | 30 | 33 | 48 | 63 | 174 | **** | | | | |
| 06:00 | 61 | 114 | 168 | 199 | 542 | ***** | | | | |
| 07:00 | 220 | 324 | 331 | 360 | 1235 | ***** | | | | |
| 08:00 | 283 | 256 | 273 | 250 | 1062 | ***** | | | | |
| 09:00 | 193 | 197 | 221 | 244 | 855 | ***** | | | | |
| 10:00 | 220 | 212 | 212 | 222 | 866 | ***** | | | | |
| 11:00 | 216 | 217 | 165 | 0 | 598 | ***** | | | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 13:00 | 0 | 2 | 0 | 0 | 2 | | | | | |
| 14:00 | 0 | | | | 0 | | | | | |
| 15:00 | | | | | | | | | | |
| 16:00 | | | | | | | | | | |
| 17:00 | | | | | | | | | | |
| 18:00 | | | | | | | | | | |
| 19:00 | | | | | | | | | | |
| 20:00 | | | | | | | | | | |
| 21:00 | | | | | | | | | | |
| 22:00 | | | | | | | | | | |
| 23:00 | | | | | | | | | | |

TOTAL 5503

AM Times 07:30 Largest Interval: 360
 AM Peaks 1298 PHF: .90
 PM Times 12:45 Largest Interval: 2
 PM Peaks 2 PHF: .25

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Mon 11/14/2011

Site Reference: 111408450411
 Site ID: 111408450411
 Location: 56th - London to Waltz
 Direction: BOTH

File: Waltz.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 500 | 1000 | 1500 | 2000 |
|-------|-----|-----|-----|-----|-------|-------|-----|------|------|------|
| 00:00 | | | | | | | | | | |
| 01:00 | | | | | | | | | | |
| 02:00 | | | | | | | | | | |
| 03:00 | | | | | | | | | | |
| 04:00 | | | | | | | | | | |
| 05:00 | | | | | | | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | | | 6 | 256 | 262 | ***** | | | | |
| 09:00 | 220 | 224 | 212 | 224 | 880 | ***** | | | | |
| 10:00 | 251 | 194 | 233 | 243 | 921 | ***** | | | | |
| 11:00 | 241 | 233 | 281 | 241 | 996 | ***** | | | | |
| 12:00 | 254 | 238 | 263 | 296 | 1051 | ***** | | | | |
| 13:00 | 254 | 259 | 278 | 230 | 1021 | ***** | | | | |
| 14:00 | 281 | 270 | 248 | 274 | 1073 | ***** | | | | |
| 15:00 | 296 | 281 | 354 | 349 | 1280 | ***** | | | | |
| 16:00 | 355 | 355 | 356 | 330 | 1396 | ***** | | | | |
| 17:00 | 408 | 394 | 400 | 382 | 1584 | ***** | | | | |
| 18:00 | 347 | 282 | 290 | 236 | 1155 | ***** | | | | |
| 19:00 | 210 | 201 | 169 | 174 | 754 | ***** | | | | |
| 20:00 | 169 | 140 | 170 | 116 | 595 | ***** | | | | |
| 21:00 | 131 | 126 | 100 | 67 | 424 | ***** | | | | |
| 22:00 | 50 | 60 | 32 | 32 | 174 | **** | | | | |
| 23:00 | 26 | 29 | 26 | 15 | 96 | ** | | | | |

 TOTAL 13662

AM Times 11:00 Largest Interval: 281
 AM Peaks 998 PHF: .88
 PM Times 17:15 Largest Interval: 408
 PM Peaks 1584 PHF: .97

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Mon 11/14/2011

Site Reference: 111408450411
 Site ID: 111408450411
 Location: 56th - London to Waltz
 Direction: SOUTH

File: Waltz.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 250 | 500 | 750 | 1000 |
|-------|-----|-----|-----|-----|-------|-------|-----|-----|-----|------|
| 00:00 | | | | | | | | | | |
| 01:00 | | | | | | | | | | |
| 02:00 | | | | | | | | | | |
| 03:00 | | | | | | | | | | |
| 04:00 | | | | | | | | | | |
| 05:00 | | | | | | | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | | | 4 | 120 | 124 | ***** | | | | |
| 09:00 | 98 | 103 | 99 | 109 | 409 | ***** | | | | |
| 10:00 | 109 | 93 | 106 | 101 | 409 | ***** | | | | |
| 11:00 | 120 | 105 | 130 | 118 | 473 | ***** | | | | |
| 12:00 | 117 | 121 | 143 | 148 | 529 | ***** | | | | |
| 13:00 | 119 | 137 | 170 | 117 | 543 | ***** | | | | |
| 14:00 | 146 | 144 | 121 | 144 | 555 | ***** | | | | |
| 15:00 | 178 | 167 | 208 | 190 | 743 | ***** | | | | |
| 16:00 | 210 | 197 | 207 | 219 | 833 | ***** | | | | |
| 17:00 | 251 | 224 | 245 | 216 | 936 | ***** | | | | |
| 18:00 | 190 | 164 | 159 | 143 | 656 | ***** | | | | |
| 19:00 | 129 | 114 | 90 | 109 | 442 | ***** | | | | |
| 20:00 | 110 | 84 | 114 | 65 | 373 | ***** | | | | |
| 21:00 | 82 | 85 | 58 | 45 | 270 | ***** | | | | |
| 22:00 | 28 | 43 | 22 | 16 | 109 | ***** | | | | |
| 23:00 | 14 | 24 | 10 | 8 | 56 | ** | | | | |

 TOTAL 7460

AM Times 11:15 Largest Interval: 130
 AM Peaks 473 PHF: .90
 PM Times 17:00 Largest Interval: 251
 PM Peaks 939 PHF: .93

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Tue 11/15/2011

Site Reference: 111408450411
 Site ID: 111408450411
 Location: 56th - London to Waltz
 Direction: BOTH

File: Waltz.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 500 | 1000 | 1500 | 2000 |
|-------|-----|-----|-----|-----|-------|-------|-----|------|------|------|
| 00:00 | 16 | 13 | 7 | 10 | 46 | * | | | | |
| 01:00 | 16 | 3 | 6 | 10 | 35 | | | | | |
| 02:00 | 9 | 2 | 5 | 4 | 20 | | | | | |
| 03:00 | 7 | 3 | 4 | 5 | 19 | | | | | |
| 04:00 | 3 | 8 | 24 | 22 | 57 | * | | | | |
| 05:00 | 30 | 32 | 62 | 68 | 192 | **** | | | | |
| 06:00 | 87 | 128 | 168 | 194 | 577 | ***** | | | | |
| 07:00 | 220 | 334 | 333 | 376 | 1263 | ***** | | | | |
| 08:00 | 325 | 266 | 270 | 261 | 1122 | ***** | | | | |
| 09:00 | 201 | 220 | 231 | 204 | 856 | ***** | | | | |
| 10:00 | 182 | 194 | 193 | 197 | 766 | ***** | | | | |
| 11:00 | 205 | 224 | 228 | 252 | 909 | ***** | | | | |
| 12:00 | 270 | 244 | 242 | 273 | 1029 | ***** | | | | |
| 13:00 | 265 | 254 | 261 | 246 | 1026 | ***** | | | | |
| 14:00 | 264 | 240 | 274 | 289 | 1067 | ***** | | | | |
| 15:00 | 273 | 312 | 306 | 329 | 1220 | ***** | | | | |
| 16:00 | 362 | 350 | 343 | 363 | 1418 | ***** | | | | |
| 17:00 | 405 | 419 | 390 | 370 | 1584 | ***** | | | | |
| 18:00 | 343 | 322 | 300 | 241 | 1206 | ***** | | | | |
| 19:00 | 240 | 194 | 211 | 173 | 818 | ***** | | | | |
| 20:00 | 161 | 163 | 137 | 122 | 583 | ***** | | | | |
| 21:00 | 140 | 111 | 97 | 69 | 417 | ***** | | | | |
| 22:00 | 62 | 42 | 47 | 27 | 178 | **** | | | | |
| 23:00 | 32 | 24 | 22 | 16 | 94 | ** | | | | |

TOTAL 16502

AM Times 07:30 Largest Interval: 376
 AM Peaks 1368 PHF: .90
 PM Times 17:15 Largest Interval: 419
 PM Peaks 1584 PHF: .94

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Tue 11/15/2011

Site Reference: 111408450411
 Site ID: 111408450411
 Location: 56th - London to Waltz
 Direction: SOUTH

File: Waltz.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 250 | 500 | 750 | 1000 |
|-------|-----|-----|-----|-----|-------|-------|-----|-----|-----|------|
| 00:00 | 6 | 6 | 4 | 5 | 21 | * | | | | |
| 01:00 | 10 | 3 | 5 | 7 | 25 | * | | | | |
| 02:00 | 1 | 1 | 4 | 2 | 8 | | | | | |
| 03:00 | 4 | 3 | 2 | 4 | 13 | | | | | |
| 04:00 | 0 | 3 | 8 | 8 | 19 | | | | | |
| 05:00 | 11 | 9 | 18 | 25 | 63 | *** | | | | |
| 06:00 | 11 | 29 | 32 | 68 | 140 | ***** | | | | |
| 07:00 | 50 | 80 | 114 | 137 | 381 | ***** | | | | |
| 08:00 | 137 | 92 | 106 | 106 | 441 | ***** | | | | |
| 09:00 | 82 | 91 | 112 | 101 | 386 | ***** | | | | |
| 10:00 | 81 | 96 | 87 | 89 | 353 | ***** | | | | |
| 11:00 | 86 | 99 | 115 | 124 | 424 | ***** | | | | |
| 12:00 | 126 | 147 | 120 | 136 | 529 | ***** | | | | |
| 13:00 | 140 | 139 | 132 | 129 | 540 | ***** | | | | |
| 14:00 | 150 | 133 | 148 | 143 | 574 | ***** | | | | |
| 15:00 | 143 | 191 | 181 | 187 | 702 | ***** | | | | |
| 16:00 | 199 | 221 | 203 | 212 | 835 | ***** | | | | |
| 17:00 | 249 | 215 | 235 | 214 | 913 | ***** | | | | |
| 18:00 | 197 | 186 | 176 | 140 | 699 | ***** | | | | |
| 19:00 | 140 | 123 | 121 | 101 | 485 | ***** | | | | |
| 20:00 | 88 | 87 | 80 | 86 | 341 | ***** | | | | |
| 21:00 | 97 | 70 | 60 | 41 | 268 | ***** | | | | |
| 22:00 | 32 | 22 | 31 | 15 | 100 | ***** | | | | |
| 23:00 | 23 | 14 | 10 | 8 | 55 | ** | | | | |

TOTAL 8315

AM Times 07:45 Largest Interval: 137
 AM Peaks 480 PHF: .87
 PM Times 17:15 Largest Interval: 249
 PM Peaks 913 PHF: .91

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Wed 11/16/2011

Site Reference: 111408450411
 Site ID: 111408450411
 Location: 56th - London to Waltz
 Direction: BOTH

File: Waltz.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 50 | 100 | 150 | 200 |
|-------|----|----|----|----|-------|-------|----|-----|-----|-----|
| 00:00 | 7 | 15 | 20 | 13 | 55 | ***** | | | | |
| 01:00 | 10 | 3 | 4 | 5 | 22 | ***** | | | | |
| 02:00 | 6 | 6 | 4 | 4 | 20 | ***** | | | | |
| 03:00 | 2 | 6 | 4 | 5 | 17 | **** | | | | |
| 04:00 | 8 | 9 | 17 | 21 | 55 | ***** | | | | |
| 05:00 | 34 | 36 | 51 | 66 | 187 | ***** | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | | | | | | | | | | |
| 09:00 | | | | | | | | | | |
| 10:00 | | | | | | | | | | |
| 11:00 | | | | | | | | | | |
| 12:00 | | | | | | | | | | |
| 13:00 | | | | | | | | | | |
| 14:00 | | | | | | | | | | |
| 15:00 | | | | | | | | | | |
| 16:00 | | | | | | | | | | |
| 17:00 | | | | | | | | | | |
| 18:00 | | | | | | | | | | |
| 19:00 | | | | | | | | | | |
| 20:00 | | | | | | | | | | |
| 21:00 | | | | | | | | | | |
| 22:00 | | | | | | | | | | |
| 23:00 | | | | | | | | | | |

TOTAL 356

AM Times 05:15 Largest Interval: 66
 AM Peaks 187 PHF: .70
 PM Times PM Peaks

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Wed 11/16/2011

Site Reference: 111408450411
 Site ID: 111408450411
 Location: 56th - London to Waltz
 Direction: SOUTH

File: Waltz.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 12.5 | 25 | 37.5 | 50 |
|-------|----|----|----|----|-------|-------|------|----|------|----|
| 00:00 | 5 | 8 | 10 | 5 | 28 | ***** | | | | |
| 01:00 | 2 | 2 | 3 | 5 | 12 | ***** | | | | |
| 02:00 | 2 | 4 | 1 | 3 | 10 | ***** | | | | |
| 03:00 | 2 | 2 | 3 | 4 | 11 | ***** | | | | |
| 04:00 | 3 | 5 | 7 | 15 | 30 | ***** | | | | |
| 05:00 | 11 | 7 | 13 | 18 | 49 | ***** | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | | | | | | | | | | |
| 09:00 | | | | | | | | | | |
| 10:00 | | | | | | | | | | |
| 11:00 | | | | | | | | | | |
| 12:00 | | | | | | | | | | |
| 13:00 | | | | | | | | | | |
| 14:00 | | | | | | | | | | |
| 15:00 | | | | | | | | | | |
| 16:00 | | | | | | | | | | |
| 17:00 | | | | | | | | | | |
| 18:00 | | | | | | | | | | |
| 19:00 | | | | | | | | | | |
| 20:00 | | | | | | | | | | |
| 21:00 | | | | | | | | | | |
| 22:00 | | | | | | | | | | |
| 23:00 | | | | | | | | | | |

TOTAL 140

AM Times 05:15 Largest Interval: 18
 AM Peaks 49 PHF: .68

PM Times PM Peaks

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Mon 11/14/2011

Site Reference: 111409300511
 Site ID: 111409300511
 Location: 56th - Waltz to Old Cheney
 Direction: NORTH

File: OC.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 225 | 450 | 675 | 900 |
|-------|-----|-----|-----|-----|-------|-------|-----|-----|-----|-----|
| 00:00 | | | | | | | | | | |
| 01:00 | | | | | | | | | | |
| 02:00 | | | | | | | | | | |
| 03:00 | | | | | | | | | | |
| 04:00 | | | | | | | | | | |
| 05:00 | | | | | | | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | | | | | | | | | | |
| 09:00 | | 20 | 141 | 153 | 314 | ***** | | | | |
| 10:00 | 160 | 122 | 161 | 153 | 596 | ***** | | | | |
| 11:00 | 135 | 158 | 183 | 149 | 625 | ***** | | | | |
| 12:00 | 184 | 152 | 150 | 171 | 657 | ***** | | | | |
| 13:00 | 164 | 145 | 131 | 127 | 567 | ***** | | | | |
| 14:00 | 167 | 154 | 159 | 167 | 647 | ***** | | | | |
| 15:00 | 147 | 151 | 169 | 191 | 658 | ***** | | | | |
| 16:00 | 183 | 198 | 185 | 162 | 728 | ***** | | | | |
| 17:00 | 226 | 216 | 190 | 215 | 847 | ***** | | | | |
| 18:00 | 190 | 136 | 144 | 105 | 575 | ***** | | | | |
| 19:00 | 94 | 91 | 92 | 75 | 352 | ***** | | | | |
| 20:00 | 68 | 55 | 55 | 54 | 232 | ***** | | | | |
| 21:00 | 53 | 46 | 44 | 23 | 166 | ***** | | | | |
| 22:00 | 21 | 18 | 12 | 16 | 67 | *** | | | | |
| 23:00 | 13 | 6 | 15 | 9 | 43 | ** | | | | |

TOTAL 7074

AM Times 11:00 Largest Interval: 183
 AM Peaks 629 PHF: .85

PM Times 17:15 Largest Interval: 226
 PM Peaks 847 PHF: .93

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Mon 11/14/2011

Site Reference: 111409300511
 Site ID: 111409300511
 Location: 56th - Waltz to Old Cheney
 Direction: BOTH

File: OC.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 500 | 1000 | 1500 | 2000 |
|-------|-----|-----|-----|-----|-------|---|-----|------|------|------|
| 00:00 | | | | | | | | | | |
| 01:00 | | | | | | | | | | |
| 02:00 | | | | | | | | | | |
| 03:00 | | | | | | | | | | |
| 04:00 | | | | | | | | | | |
| 05:00 | | | | | | | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | | | | | | | | | | |
| 09:00 | | 31 | 262 | 280 | 573 | | | | | |
| 10:00 | 281 | 232 | 287 | 261 | 1061 | | | | | |
| 11:00 | 257 | 282 | 319 | 291 | 1149 | | | | | |
| 12:00 | 303 | 293 | 299 | 342 | 1237 | | | | | |
| 13:00 | 302 | 292 | 318 | 250 | 1162 | | | | | |
| 14:00 | 333 | 324 | 310 | 323 | 1290 | | | | | |
| 15:00 | 327 | 347 | 366 | 392 | 1432 | | | | | |
| 16:00 | 382 | 419 | 397 | 393 | 1591 | | | | | |
| 17:00 | 439 | 447 | 404 | 436 | 1726 | | | | | |
| 18:00 | 371 | 298 | 296 | 240 | 1205 | | | | | |
| 19:00 | 221 | 205 | 177 | 184 | 787 | | | | | |
| 20:00 | 176 | 133 | 167 | 132 | 608 | | | | | |
| 21:00 | 128 | 133 | 94 | 74 | 429 | | | | | |
| 22:00 | 46 | 61 | 36 | 33 | 176 | | | | | |
| 23:00 | 30 | 29 | 27 | 17 | 103 | | | | | |

 TOTAL 14529

AM Times 11:15 Largest Interval: 319
 AM Peaks 1149 PHF: .90
 PM Times 17:15 Largest Interval: 447
 PM Peaks 1726 PHF: .96

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Tue 11/15/2011

Site Reference: 111409300511
 Site ID: 111409300511
 Location: 56th - Waltz to Old Cheney
 Direction: NORTH

File: OC.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 250 | 500 | 750 | 1000 |
|-------|-----|-----|-----|-----|-------|-------|-----|-----|-----|------|
| 00:00 | 11 | 7 | 4 | 5 | 27 | * | | | | |
| 01:00 | 5 | 1 | 1 | 3 | 10 | | | | | |
| 02:00 | 7 | 2 | 0 | 3 | 12 | | | | | |
| 03:00 | 3 | 0 | 2 | 1 | 6 | | | | | |
| 04:00 | 3 | 7 | 12 | 15 | 37 | * | | | | |
| 05:00 | 19 | 21 | 49 | 42 | 131 | ***** | | | | |
| 06:00 | 71 | 105 | 127 | 136 | 439 | ***** | | | | |
| 07:00 | 173 | 234 | 253 | 270 | 930 | ***** | | | | |
| 08:00 | 214 | 187 | 171 | 177 | 749 | ***** | | | | |
| 09:00 | 152 | 142 | 143 | 117 | 554 | ***** | | | | |
| 10:00 | 118 | 120 | 123 | 123 | 484 | ***** | | | | |
| 11:00 | 147 | 149 | 156 | 157 | 609 | ***** | | | | |
| 12:00 | 184 | 121 | 158 | 154 | 617 | ***** | | | | |
| 13:00 | 148 | 135 | 149 | 142 | 574 | ***** | | | | |
| 14:00 | 128 | 143 | 147 | 180 | 598 | ***** | | | | |
| 15:00 | 165 | 163 | 154 | 168 | 650 | ***** | | | | |
| 16:00 | 203 | 173 | 180 | 200 | 756 | ***** | | | | |
| 17:00 | 240 | 233 | 223 | 204 | 900 | ***** | | | | |
| 18:00 | 180 | 152 | 151 | 119 | 602 | ***** | | | | |
| 19:00 | 118 | 81 | 94 | 89 | 382 | ***** | | | | |
| 20:00 | 80 | 81 | 57 | 39 | 257 | ***** | | | | |
| 21:00 | 55 | 43 | 40 | 26 | 164 | ***** | | | | |
| 22:00 | 34 | 21 | 17 | 12 | 84 | **** | | | | |
| 23:00 | 11 | 11 | 12 | 8 | 42 | ** | | | | |

TOTAL 9614

AM Times 07:30 Largest Interval: 270
 AM Peaks 971 PHF: .89
 PM Times 17:15 Largest Interval: 240
 PM Peaks 900 PHF: .93

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Tue 11/15/2011

Site Reference: 111409300511
 Site ID: 111409300511
 Location: 56th - Waltz to Old Cheney
 Direction: BOTH

File: OC.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 500 | 1000 | 1500 | 2000 |
|-------|-----|-----|-----|-----|-------|-------|-----|------|------|------|
| 00:00 | 16 | 15 | 10 | 10 | 51 | * | | | | |
| 01:00 | 15 | 4 | 6 | 7 | 32 | | | | | |
| 02:00 | 10 | 3 | 3 | 5 | 21 | | | | | |
| 03:00 | 9 | 3 | 4 | 4 | 20 | | | | | |
| 04:00 | 5 | 11 | 19 | 22 | 57 | * | | | | |
| 05:00 | 31 | 32 | 66 | 63 | 192 | **** | | | | |
| 06:00 | 89 | 139 | 159 | 222 | 609 | ***** | | | | |
| 07:00 | 233 | 341 | 413 | 487 | 1474 | ***** | | | | |
| 08:00 | 377 | 301 | 296 | 291 | 1265 | ***** | | | | |
| 09:00 | 253 | 259 | 268 | 237 | 1017 | ***** | | | | |
| 10:00 | 224 | 229 | 213 | 227 | 893 | ***** | | | | |
| 11:00 | 241 | 254 | 280 | 293 | 1068 | ***** | | | | |
| 12:00 | 305 | 284 | 289 | 313 | 1191 | ***** | | | | |
| 13:00 | 304 | 288 | 308 | 287 | 1187 | ***** | | | | |
| 14:00 | 293 | 295 | 304 | 347 | 1239 | ***** | | | | |
| 15:00 | 316 | 371 | 333 | 384 | 1404 | ***** | | | | |
| 16:00 | 409 | 404 | 380 | 426 | 1619 | ***** | | | | |
| 17:00 | 459 | 459 | 454 | 409 | 1781 | ***** | | | | |
| 18:00 | 363 | 336 | 319 | 257 | 1275 | ***** | | | | |
| 19:00 | 261 | 206 | 207 | 196 | 870 | ***** | | | | |
| 20:00 | 164 | 167 | 140 | 123 | 594 | ***** | | | | |
| 21:00 | 160 | 120 | 101 | 67 | 448 | ***** | | | | |
| 22:00 | 72 | 45 | 50 | 27 | 194 | ***** | | | | |
| 23:00 | 33 | 27 | 23 | 17 | 100 | ** | | | | |

TOTAL 18601

AM Times 07:30 Largest Interval: 487
 AM Peaks 1618 PHF: .83
 PM Times 17:00 Largest Interval: 459
 PM Peaks 1798 PHF: .97

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Wed 11/16/2011

Site Reference: 111409300511
 Site ID: 111409300511
 Location: 56th - Waltz to Old Cheney
 Direction: NORTH

File: OC.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 250 | 500 | 750 | 1000 |
|-------|-----|-----|-----|-----|-------|-------|-----|-----|-----|------|
| 00:00 | 2 | 6 | 12 | 8 | 28 | * | | | | |
| 01:00 | 5 | 6 | 1 | 0 | 12 | | | | | |
| 02:00 | 4 | 2 | 2 | 1 | 9 | | | | | |
| 03:00 | 0 | 4 | 2 | 1 | 7 | | | | | |
| 04:00 | 5 | 5 | 10 | 7 | 27 | * | | | | |
| 05:00 | 21 | 30 | 37 | 45 | 133 | ***** | | | | |
| 06:00 | 51 | 91 | 133 | 153 | 428 | ***** | | | | |
| 07:00 | 174 | 222 | 268 | 223 | 887 | ***** | | | | |
| 08:00 | 206 | 162 | 192 | 176 | 736 | ***** | | | | |
| 09:00 | 128 | 126 | 148 | 175 | 577 | ***** | | | | |
| 10:00 | 151 | 140 | 140 | 141 | 572 | ***** | | | | |
| 11:00 | 156 | 159 | 151 | 162 | 628 | ***** | | | | |
| 12:00 | 113 | 0 | 0 | 0 | 113 | ***** | | | | |
| 13:00 | 0 | 1 | 0 | 0 | 1 | | | | | |
| 14:00 | 0 | | | | 0 | | | | | |
| 15:00 | | | | | | | | | | |
| 16:00 | | | | | | | | | | |
| 17:00 | | | | | | | | | | |
| 18:00 | | | | | | | | | | |
| 19:00 | | | | | | | | | | |
| 20:00 | | | | | | | | | | |
| 21:00 | | | | | | | | | | |
| 22:00 | | | | | | | | | | |
| 23:00 | | | | | | | | | | |

TOTAL 4158

AM Times 07:30 Largest Interval: 268
 AM Peaks 919 PHF: .85
 PM Times 12:15 Largest Interval: 113
 PM Peaks 113 PHF: .25

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Wed 11/16/2011

Site Reference: 111409300511
 Site ID: 111409300511
 Location: 56th - Waltz to Old Cheney
 Direction: BOTH

File: OC.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 500 | 1000 | 1500 | 2000 |
|-------|-----|-----|-----|-----|-------|-------|-----|------|------|------|
| 00:00 | 6 | 16 | 21 | 13 | 56 | * | | | | |
| 01:00 | 8 | 8 | 4 | 5 | 25 | | | | | |
| 02:00 | 6 | 6 | 3 | 4 | 19 | | | | | |
| 03:00 | 2 | 7 | 4 | 6 | 19 | | | | | |
| 04:00 | 9 | 10 | 18 | 20 | 57 | * | | | | |
| 05:00 | 32 | 38 | 49 | 66 | 185 | **** | | | | |
| 06:00 | 73 | 125 | 182 | 242 | 622 | ***** | | | | |
| 07:00 | 259 | 385 | 409 | 447 | 1500 | ***** | | | | |
| 08:00 | 377 | 294 | 304 | 324 | 1299 | ***** | | | | |
| 09:00 | 245 | 237 | 264 | 291 | 1037 | ***** | | | | |
| 10:00 | 268 | 250 | 250 | 272 | 1040 | ***** | | | | |
| 11:00 | 251 | 269 | 292 | 302 | 1114 | ***** | | | | |
| 12:00 | 211 | 0 | 0 | 0 | 211 | ***** | | | | |
| 13:00 | 0 | 3 | 0 | 0 | 3 | | | | | |
| 14:00 | 0 | | | | 0 | | | | | |
| 15:00 | | | | | | | | | | |
| 16:00 | | | | | | | | | | |
| 17:00 | | | | | | | | | | |
| 18:00 | | | | | | | | | | |
| 19:00 | | | | | | | | | | |
| 20:00 | | | | | | | | | | |
| 21:00 | | | | | | | | | | |
| 22:00 | | | | | | | | | | |
| 23:00 | | | | | | | | | | |

| | | | |
|----------|-------|-------------------|-----|
| TOTAL | 7187 | | |
| AM Times | 07:30 | Largest Interval: | 447 |
| AM Peaks | 1618 | PHF: | .90 |
| PM Times | 12:15 | Largest Interval: | 211 |
| PM Peaks | 211 | PHF: | .25 |

134 S. 13th Street, Suite 1100
Lincoln, NE 68508

S. 56th St. - Old Cheney-Hwy 2 (NB)

| Start Time | Wed 16-Nov-11 | <-----Quarter | | Hour-----> | | Hour Total | |
|------------|------------------|---------------|-----|------------|-----|------------|---|
| | | 1st | 2nd | 3rd | 4th | | |
| 12:00 AM | | 4 | 8 | 16 | 11 | 39 | ■ |
| 01:00 | | 7 | 8 | 3 | 1 | 19 | ■ |
| 02:00 | | 4 | 3 | 6 | 2 | 15 | ■ |
| 03:00 | | 0 | 3 | 0 | 2 | 5 | ■ |
| 04:00 | | 6 | 5 | 10 | 2 | 23 | ■ |
| 05:00 | | 19 | 25 | 31 | 44 | 119 | ■ |
| 06:00 | | 57 | 96 | 133 | 142 | 428 | ■ |
| 07:00 | | 182 | 226 | 274 | 202 | 884 | ■ |
| 08:00 | | 198 | 155 | 191 | 166 | 710 | ■ |
| 09:00 | | 135 | 147 | 158 | 196 | 636 | ■ |
| 10:00 | | 160 | 140 | 147 | 138 | 585 | ■ |
| 11:00 | | 173 | 161 | 192 | 167 | 693 | ■ |
| 12:00 PM | | 174 | 182 | 176 | 172 | 704 | ■ |
| 01:00 | | 145 | 144 | 173 | 169 | 631 | ■ |
| 02:00 | | 162 | 150 | 208 | 190 | 710 | ■ |
| 03:00 | | 178 | 174 | 164 | 182 | 698 | ■ |
| 04:00 | | 207 | 210 | 188 | 186 | 791 | ■ |
| 05:00 | | 237 | 228 | 232 | 213 | 910 | ■ |
| 06:00 | | 190 | 172 | 176 | 128 | 666 | ■ |
| 07:00 | | 144 | 101 | 128 | 88 | 461 | ■ |
| 08:00 | | 100 | 76 | 82 | 63 | 321 | ■ |
| 09:00 | | 68 | 62 | 50 | 40 | 220 | ■ |
| 10:00 | | 31 | 34 | 26 | 18 | 109 | ■ |
| 11:00 | | 20 | 17 | 14 | 7 | 58 | ■ |
| Day Total | | | | | | 10435 | |

134 S. 13th Street, Suite 1100
Lincoln, NE 68508

S. 56th St. - Old Cheney-Hwy 2 (NB)

| Start Time | Thu 17-Nov-11 | <-----Quarter | | Hour-----> | | Hour Total | |
|------------|------------------|---------------|-----|------------|-----|------------|---|
| | | 1st | 2nd | 3rd | 4th | | |
| 12:00 AM | | 12 | 5 | 2 | 6 | 25 | ■ |
| 01:00 | | 7 | 4 | 2 | 2 | 15 | ■ |
| 02:00 | | 5 | 6 | 1 | 6 | 18 | ■ |
| 03:00 | | 3 | 1 | 6 | 1 | 11 | ■ |
| 04:00 | | 3 | 10 | 10 | 11 | 34 | ■ |
| 05:00 | | 21 | 25 | 32 | 49 | 127 | ■ |
| 06:00 | | 56 | 116 | 136 | 123 | 431 | ■ |
| 07:00 | | 166 | 244 | 248 | 225 | 883 | ■ |
| 08:00 | | 200 | 159 | 186 | 178 | 723 | ■ |
| 09:00 | | 121 | 140 | 124 | 149 | 534 | ■ |
| 10:00 | | 134 | 132 | 147 | 138 | 551 | ■ |
| 11:00 | | 165 | 156 | 155 | 180 | 656 | ■ |
| 12:00 PM | | 222 | 175 | 168 | 167 | 732 | ■ |
| 01:00 | | 166 | 154 | 173 | 150 | 643 | ■ |
| 02:00 | | 164 | 174 | 174 | 192 | 704 | ■ |
| 03:00 | | 214 | 182 | 189 | 172 | 757 | ■ |
| 04:00 | | 202 | 182 | 214 | 194 | 792 | ■ |
| 05:00 | | 240 | 218 | 214 | 222 | 894 | ■ |
| 06:00 | | 206 | 188 | 178 | 162 | 734 | ■ |
| 07:00 | | 119 | 127 | 129 | 92 | 467 | ■ |
| 08:00 | | 89 | 84 | 103 | 70 | 346 | ■ |
| 09:00 | | 64 | 62 | 63 | 39 | 228 | ■ |
| 10:00 | | 36 | 24 | 34 | 22 | 116 | ■ |
| 11:00 | | 26 | 20 | 17 | 12 | 75 | ■ |
| Day Total | | | | | | 10496 | |

134 S. 13th Street, Suite 1100
Lincoln, NE 68508

S. 56th St. - Old Cheney-Hwy 2 (NB)

| Start Time | Fri 18-Nov-11 | <-----Quarter | | Hour-----> | | Hour Total | |
|------------|------------------|---------------|-----|------------|-----|---------------|---|
| | | 1st | 2nd | 3rd | 4th | | |
| 12:00 AM | | 8 | 6 | 11 | 3 | 28 | ■ |
| 01:00 | | 3 | 6 | 7 | 5 | 21 | ■ |
| 02:00 | | 21 | 7 | 2 | 6 | 36 | ■ |
| 03:00 | | 1 | 8 | 6 | 3 | 18 | ■ |
| 04:00 | | 4 | 10 | 10 | 10 | 34 | ■ |
| 05:00 | | 17 | 16 | 32 | 44 | 109 | ■ |
| 06:00 | | 57 | 94 | 134 | 136 | 421 | ■ |
| 07:00 | | 152 | 241 | 300 | 204 | 897 | ■ |
| 08:00 | | 181 | 166 | 192 | 169 | 708 | ■ |
| 09:00 | | 142 | 149 | 176 | 152 | 619 | ■ |
| 10:00 | | 142 | 154 | 176 | 150 | 622 | ■ |
| 11:00 | | 177 | 156 | 201 | 195 | 729 | ■ |
| 12:00 PM | | 180 | 174 | 185 | 199 | 738 | ■ |
| 01:00 | | 192 | 190 | 190 | 165 | 737 | ■ |
| 02:00 | | 182 | 182 | 196 | 198 | 758 | ■ |
| 03:00 | | 194 | 191 | 212 | 210 | 807 | ■ |
| 04:00 | | 230 | 220 | 213 | 188 | 851 | ■ |
| 05:00 | | 244 | 226 | 237 | 186 | 893 | ■ |
| 06:00 | | 228 | * | * | * | 228 | ■ |
| 07:00 | | * | * | * | * | * | |
| 08:00 | | * | * | * | * | * | |
| 09:00 | | * | * | * | * | * | |
| 10:00 | | * | * | * | * | * | |
| 11:00 | | * | * | * | * | * | |
| Day Total | | | | | | 9254 | |
| Total | | | | | | 32015 | |
| ADT | | ADT 9,992 | | AADT 9,992 | | | |

134 S. 13th Street, Suite 1100
Lincoln, NE 68508

S. 56th Street - Old Cheney-Hwy 2 (SB)

| Start Time | Tue 15-Nov-11 | <-----Quarter | | Hour-----> | | Hour Total | |
|------------|------------------|---------------|-----|------------|-----|------------|---|
| | | 1st | 2nd | 3rd | 4th | | |
| 12:00 AM | | 3 | 9 | 12 | 6 | 30 | ■ |
| 01:00 | | 11 | 8 | 6 | 6 | 31 | ■ |
| 02:00 | | 3 | 4 | 4 | 4 | 15 | ■ |
| 03:00 | | 6 | 1 | 3 | 6 | 16 | ■ |
| 04:00 | | 5 | 3 | 11 | 11 | 30 | ■ |
| 05:00 | | 16 | 16 | 26 | 38 | 96 | ■ |
| 06:00 | | 33 | 45 | 58 | 116 | 252 | ■ |
| 07:00 | | 90 | 138 | 170 | 226 | 624 | ■ |
| 08:00 | | 174 | 140 | 130 | 136 | 580 | ■ |
| 09:00 | | 122 | 111 | 126 | 126 | 485 | ■ |
| 10:00 | | 120 | 100 | 104 | 112 | 436 | ■ |
| 11:00 | | 104 | 122 | 162 | 152 | 540 | ■ |
| 12:00 PM | | 158 | 171 | 158 | 185 | 672 | ■ |
| 01:00 | | 160 | 165 | 158 | 169 | 652 | ■ |
| 02:00 | | 158 | 166 | 168 | 192 | 684 | ■ |
| 03:00 | | 186 | 228 | 186 | 264 | 864 | ■ |
| 04:00 | | 226 | 254 | 205 | 244 | 929 | ■ |
| 05:00 | | 223 | 252 | 247 | 254 | 976 | ■ |
| 06:00 | | 214 | 214 | 160 | 158 | 746 | ■ |
| 07:00 | | 141 | 136 | 97 | 86 | 460 | ■ |
| 08:00 | | 91 | 104 | 93 | 77 | 365 | ■ |
| 09:00 | | 101 | 68 | 60 | 51 | 280 | ■ |
| 10:00 | | 36 | 26 | 32 | 17 | 111 | ■ |
| 11:00 | | 26 | 22 | 18 | 11 | 77 | ■ |
| Day Total | | | | | | 9951 | |

134 S. 13th Street, Suite 1100
Lincoln, NE 68508

S. 56th Street - Old Cheney-Hwy 2 (SB)

| Start Time | Wed 16-Nov-11 | <-----Quarter | | Hour-----> | | Hour Total | |
|------------------|------------------|---------------|-----|------------|-----|-------------|--|
| | | 1st | 2nd | 3rd | 4th | | |
| 12:00 AM | | 11 | 15 | 14 | 4 | 44 | |
| 01:00 | | 6 | 1 | 4 | 8 | 19 | |
| 02:00 | | 3 | 7 | 5 | 5 | 20 | |
| 03:00 | | 4 | 6 | 5 | 6 | 21 | |
| 04:00 | | 7 | 4 | 12 | 15 | 38 | |
| 05:00 | | 10 | 13 | 25 | 26 | 74 | |
| 06:00 | | 34 | 44 | 60 | 107 | 245 | |
| 07:00 | | 96 | 159 | 172 | 234 | 661 | |
| 08:00 | | 160 | 125 | 116 | 144 | 545 | |
| 09:00 | | 130 | 150 | 138 | 134 | 552 | |
| 10:00 | | 138 | 120 | 132 | 148 | 538 | |
| 11:00 | | 121 | 160 | 147 | 152 | 580 | |
| 12:00 PM | | 164 | 0 | * | * | 164 | |
| 01:00 | | * | * | * | * | * | |
| 02:00 | | * | * | * | * | * | |
| 03:00 | | * | * | * | * | * | |
| 04:00 | | * | * | * | * | * | |
| 05:00 | | * | * | * | * | * | |
| 06:00 | | * | * | * | * | * | |
| 07:00 | | * | * | * | * | * | |
| 08:00 | | * | * | * | * | * | |
| 09:00 | | * | * | * | * | * | |
| 10:00 | | * | * | * | * | * | |
| 11:00 | | * | * | * | * | * | |
| Day Total | | | | | | 3501 | |
| Total | | | | | | 21277 | |
| ADT | | ADT 9,954 | | AADT 9,954 | | | |

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Mon 11/14/2011

Site Reference: 111409151611
 Site ID: 111409151611
 Location: London - 53rd to 56th
 Direction: WEST

File: 56th.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 20 | 40 | 60 | 80 |
|-------|----|----|----|----|-------|-------|----|----|----|----|
| 00:00 | | | | | | | | | | |
| 01:00 | | | | | | | | | | |
| 02:00 | | | | | | | | | | |
| 03:00 | | | | | | | | | | |
| 04:00 | | | | | | | | | | |
| 05:00 | | | | | | | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | | | | | | | | | | |
| 09:00 | 4 | 3 | 9 | 5 | 21 | ***** | | | | |
| 10:00 | 3 | 5 | 2 | 4 | 14 | ***** | | | | |
| 11:00 | 9 | 7 | 8 | 7 | 31 | ***** | | | | |
| 12:00 | 9 | 9 | 5 | 7 | 30 | ***** | | | | |
| 13:00 | 4 | 5 | 7 | 4 | 20 | ***** | | | | |
| 14:00 | 8 | 4 | 9 | 11 | 32 | ***** | | | | |
| 15:00 | 9 | 14 | 13 | 16 | 52 | ***** | | | | |
| 16:00 | 15 | 19 | 13 | 10 | 57 | ***** | | | | |
| 17:00 | 12 | 19 | 19 | 18 | 68 | ***** | | | | |
| 18:00 | 17 | 10 | 10 | 15 | 52 | ***** | | | | |
| 19:00 | 7 | 14 | 4 | 14 | 39 | ***** | | | | |
| 20:00 | 10 | 10 | 9 | 8 | 37 | ***** | | | | |
| 21:00 | 11 | 6 | 4 | 3 | 24 | ***** | | | | |
| 22:00 | 4 | 8 | 6 | 3 | 21 | ***** | | | | |
| 23:00 | 1 | 3 | 1 | 0 | 5 | *** | | | | |

TOTAL 503

AM Times 11:15 Largest Interval: 9
 AM Peaks 31 PHF: .86
 PM Times 17:30 Largest Interval: 19
 PM Peaks 73 PHF: .96

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Mon 11/14/2011

Site Reference: 111409151611
 Site ID: 111409151611
 Location: London - 53rd to 56th
 Direction: EAST

File: 56th.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 10 | 20 | 30 | 40 |
|-------|----|----|----|----|-------|-------|----|----|----|----|
| 00:00 | | | | | | | | | | |
| 01:00 | | | | | | | | | | |
| 02:00 | | | | | | | | | | |
| 03:00 | | | | | | | | | | |
| 04:00 | | | | | | | | | | |
| 05:00 | | | | | | | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | | | | | | | | | | |
| 09:00 | 3 | 10 | 3 | 7 | 23 | ***** | | | | |
| 10:00 | 4 | 5 | 7 | 4 | 20 | ***** | | | | |
| 11:00 | 4 | 4 | 5 | 6 | 19 | ***** | | | | |
| 12:00 | 4 | 8 | 7 | 6 | 25 | ***** | | | | |
| 13:00 | 4 | 6 | 6 | 7 | 23 | ***** | | | | |
| 14:00 | 6 | 9 | 5 | 11 | 31 | ***** | | | | |
| 15:00 | 4 | 5 | 9 | 9 | 27 | ***** | | | | |
| 16:00 | 11 | 6 | 4 | 8 | 29 | ***** | | | | |
| 17:00 | 7 | 10 | 3 | 15 | 35 | ***** | | | | |
| 18:00 | 8 | 6 | 6 | 8 | 28 | ***** | | | | |
| 19:00 | 8 | 5 | 6 | 0 | 19 | ***** | | | | |
| 20:00 | 4 | 4 | 7 | 1 | 16 | ***** | | | | |
| 21:00 | 1 | 3 | 2 | 0 | 6 | ***** | | | | |
| 22:00 | 3 | 2 | 2 | 0 | 7 | ***** | | | | |
| 23:00 | 0 | 0 | 0 | 1 | 1 | * | | | | |

 TOTAL 309

AM Times 09:30 Largest Interval: 10
 AM Peaks 24 PHF: .60
 PM Times 17:30 Largest Interval: 15
 PM Peaks 36 PHF: .60

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Tue 11/15/2011

Site Reference: 111409151611
 Site ID: 111409151611
 Location: London - 53rd to 56th
 Direction: WEST

File: 56th.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 20 | 40 | 60 | 80 |
|-------|----|----|----|----|-------|-------|----|----|----|----|
| 00:00 | 1 | 3 | 0 | 0 | 4 | ** | | | | |
| 01:00 | 0 | 0 | 0 | 2 | 2 | * | | | | |
| 02:00 | 0 | 0 | 2 | 1 | 3 | * | | | | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 04:00 | 1 | 0 | 1 | 1 | 3 | * | | | | |
| 05:00 | 1 | 0 | 1 | 0 | 2 | * | | | | |
| 06:00 | 1 | 1 | 2 | 5 | 9 | ***** | | | | |
| 07:00 | 4 | 4 | 7 | 11 | 26 | ***** | | | | |
| 08:00 | 8 | 7 | 8 | 5 | 28 | ***** | | | | |
| 09:00 | 1 | 3 | 3 | 8 | 15 | ***** | | | | |
| 10:00 | 7 | 5 | 4 | 4 | 20 | ***** | | | | |
| 11:00 | 2 | 6 | 5 | 5 | 18 | ***** | | | | |
| 12:00 | 9 | 9 | 5 | 5 | 28 | ***** | | | | |
| 13:00 | 6 | 5 | 6 | 7 | 24 | ***** | | | | |
| 14:00 | 10 | 11 | 8 | 4 | 33 | ***** | | | | |
| 15:00 | 5 | 25 | 20 | 10 | 60 | ***** | | | | |
| 16:00 | 12 | 17 | 22 | 20 | 71 | ***** | | | | |
| 17:00 | 15 | 20 | 13 | 16 | 64 | ***** | | | | |
| 18:00 | 15 | 19 | 16 | 12 | 62 | ***** | | | | |
| 19:00 | 13 | 6 | 9 | 11 | 39 | ***** | | | | |
| 20:00 | 9 | 11 | 7 | 10 | 37 | ***** | | | | |
| 21:00 | 12 | 17 | 9 | 14 | 52 | ***** | | | | |
| 22:00 | 4 | 9 | 5 | 1 | 19 | ***** | | | | |
| 23:00 | 4 | 1 | 1 | 0 | 6 | *** | | | | |

TOTAL 625

AM Times 08:00 Largest Interval: 11
 AM Peaks 34 PHF: .77
 PM Times 16:45 Largest Interval: 22
 PM Peaks 77 PHF: .87

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Tue 11/15/2011

Site Reference: 111409151611
 Site ID: 111409151611
 Location: London - 53rd to 56th
 Direction: EAST

File: 56th.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 15 | 30 | 45 | 60 |
|-------|----|----|----|----|-------|-------|----|----|----|----|
| 00:00 | 0 | 1 | 0 | 1 | 2 | * | | | | |
| 01:00 | 0 | 1 | 0 | 0 | 1 | | | | | |
| 02:00 | 1 | 0 | 0 | 0 | 1 | | | | | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 04:00 | 0 | 0 | 3 | 3 | 6 | ***** | | | | |
| 05:00 | 3 | 3 | 5 | 3 | 14 | ***** | | | | |
| 06:00 | 5 | 6 | 9 | 15 | 35 | ***** | | | | |
| 07:00 | 10 | 13 | 12 | 16 | 51 | ***** | | | | |
| 08:00 | 18 | 8 | 10 | 16 | 52 | ***** | | | | |
| 09:00 | 8 | 12 | 5 | 9 | 34 | ***** | | | | |
| 10:00 | 2 | 3 | 3 | 3 | 11 | ***** | | | | |
| 11:00 | 7 | 4 | 3 | 7 | 21 | ***** | | | | |
| 12:00 | 9 | 2 | 11 | 10 | 32 | ***** | | | | |
| 13:00 | 6 | 2 | 3 | 7 | 18 | ***** | | | | |
| 14:00 | 3 | 7 | 11 | 5 | 26 | ***** | | | | |
| 15:00 | 5 | 11 | 8 | 13 | 37 | ***** | | | | |
| 16:00 | 9 | 6 | 8 | 16 | 39 | ***** | | | | |
| 17:00 | 11 | 14 | 5 | 10 | 40 | ***** | | | | |
| 18:00 | 7 | 10 | 4 | 9 | 30 | ***** | | | | |
| 19:00 | 11 | 5 | 9 | 5 | 30 | ***** | | | | |
| 20:00 | 6 | 4 | 6 | 5 | 21 | ***** | | | | |
| 21:00 | 4 | 4 | 3 | 2 | 13 | ***** | | | | |
| 22:00 | 2 | 0 | 1 | 1 | 4 | *** | | | | |
| 23:00 | 0 | 0 | 0 | 0 | 0 | | | | | |

TOTAL 518

AM Times 07:30 Largest Interval: 18
 AM Peaks 59 PHF: .81
 PM Times 16:45 Largest Interval: 16
 PM Peaks 49 PHF: .76

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Wed 11/16/2011

Site Reference: 111409151611
 Site ID: 111409151611
 Location: London - 53rd to 56th
 Direction: WEST

File: 56th.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 7.5 | 15 | 22.5 | 30 |
|-------|----|----|----|----|-------|-------|-----|----|------|----|
| 00:00 | 0 | 1 | 1 | 1 | 3 | ***** | | | | |
| 01:00 | 0 | 1 | 1 | 0 | 2 | *** | | | | |
| 02:00 | 0 | 0 | 0 | 2 | 2 | *** | | | | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 04:00 | 0 | 1 | 0 | 0 | 1 | * | | | | |
| 05:00 | 1 | 0 | 0 | 0 | 1 | * | | | | |
| 06:00 | 2 | 1 | 4 | 2 | 9 | ***** | | | | |
| 07:00 | 7 | 6 | 6 | 9 | 28 | ***** | | | | |
| 08:00 | 6 | 8 | 6 | 6 | 26 | ***** | | | | |
| 09:00 | 4 | 6 | 3 | 4 | 17 | ***** | | | | |
| 10:00 | 3 | 3 | 1 | 6 | 13 | ***** | | | | |
| 11:00 | 3 | 9 | 5 | 3 | 20 | ***** | | | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 14:00 | 0 | | | | 0 | | | | | |
| 15:00 | | | | | | | | | | |
| 16:00 | | | | | | | | | | |
| 17:00 | | | | | | | | | | |
| 18:00 | | | | | | | | | | |
| 19:00 | | | | | | | | | | |
| 20:00 | | | | | | | | | | |
| 21:00 | | | | | | | | | | |
| 22:00 | | | | | | | | | | |
| 23:00 | | | | | | | | | | |

TOTAL 122

AM Times 07:45 Largest Interval: 9
 AM Peaks 29 PHF: .80

PM Times PM Peaks

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Wed 11/16/2011

Site Reference: 111409151611
 Site ID: 111409151611
 Location: London - 53rd to 56th
 Direction: EAST

File: 56th.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 15 | 30 | 45 | 60 |
|-------|----|----|----|----|-------|-------|----|----|----|----|
| 00:00 | 0 | 2 | 2 | 1 | 5 | **** | | | | |
| 01:00 | 0 | 0 | 0 | 1 | 1 | | | | | |
| 02:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 04:00 | 0 | 0 | 0 | 2 | 2 | * | | | | |
| 05:00 | 4 | 4 | 2 | 3 | 13 | ***** | | | | |
| 06:00 | 5 | 2 | 7 | 17 | 31 | ***** | | | | |
| 07:00 | 10 | 14 | 10 | 12 | 46 | ***** | | | | |
| 08:00 | 14 | 9 | 9 | 18 | 50 | ***** | | | | |
| 09:00 | 8 | 5 | 14 | 11 | 38 | ***** | | | | |
| 10:00 | 5 | 5 | 6 | 6 | 22 | ***** | | | | |
| 11:00 | 8 | 4 | 6 | 2 | 20 | ***** | | | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 14:00 | 0 | | | | 0 | | | | | |
| 15:00 | | | | | | | | | | |
| 16:00 | | | | | | | | | | |
| 17:00 | | | | | | | | | | |
| 18:00 | | | | | | | | | | |
| 19:00 | | | | | | | | | | |
| 20:00 | | | | | | | | | | |
| 21:00 | | | | | | | | | | |
| 22:00 | | | | | | | | | | |
| 23:00 | | | | | | | | | | |

TOTAL 228

AM Times 07:00 Largest Interval: 17
 AM Peaks 51 PHF: .75

PM Times PM Peaks

134 S. 13th Street, Suite 1100
Lincoln, NE 68508

Old Cheney Road - 53rd-56th (EB)

| Start Time | Thu 26-Jan-12 | <-----Quarter | | Hour-----> | | Hour Total | |
|------------|------------------|---------------|-----|------------|-----|------------|---|
| | | 1st | 2nd | 3rd | 4th | | |
| 12:00 AM | | 10 | 10 | 6 | 7 | 33 | ■ |
| 01:00 | | 11 | 6 | 1 | 2 | 20 | ■ |
| 02:00 | | 4 | 4 | 2 | 1 | 11 | ■ |
| 03:00 | | 6 | 4 | 6 | 2 | 18 | ■ |
| 04:00 | | 3 | 4 | 8 | 3 | 18 | ■ |
| 05:00 | | 10 | 10 | 18 | 30 | 68 | ■ |
| 06:00 | | 41 | 58 | 61 | 80 | 240 | ■ |
| 07:00 | | 78 | 151 | 192 | 238 | 659 | ■ |
| 08:00 | | 198 | 134 | 134 | 152 | 618 | ■ |
| 09:00 | | 120 | 102 | 100 | 108 | 430 | ■ |
| 10:00 | | 116 | 112 | 118 | 134 | 480 | ■ |
| 11:00 | | 126 | 134 | 143 | 145 | 548 | ■ |
| 12:00 PM | | 168 | 152 | 170 | 130 | 620 | ■ |
| 01:00 | | 136 | 168 | 132 | 134 | 570 | ■ |
| 02:00 | | 140 | 134 | 141 | 136 | 551 | ■ |
| 03:00 | | 145 | 188 | 182 | 178 | 693 | ■ |
| 04:00 | | 170 | 221 | 168 | 238 | 797 | ■ |
| 05:00 | | 232 | 264 | 224 | 242 | 962 | ■ |
| 06:00 | | 177 | 166 | 137 | 148 | 628 | ■ |
| 07:00 | | 130 | 118 | 108 | 95 | 451 | ■ |
| 08:00 | | 60 | 84 | 74 | 55 | 273 | ■ |
| 09:00 | | 60 | 36 | 45 | 45 | 186 | ■ |
| 10:00 | | 45 | 27 | 23 | 21 | 116 | ■ |
| 11:00 | | 22 | 17 | 18 | 14 | 71 | ■ |
| Day Total | | | | | | 9061 | |

134 S. 13th Street, Suite 1100
Lincoln, NE 68508

Old Cheney Road - 53rd-56th (EB)

| Start Time | Fri 27-Jan-12 | <-----Quarter | | Hour-----> | | Hour Total | |
|------------------|------------------|---------------|-----|-------------|-----|-------------|---|
| | | 1st | 2nd | 3rd | 4th | | |
| 12:00 AM | | 9 | 7 | 4 | 10 | 30 | ■ |
| 01:00 | | 7 | 3 | 3 | 8 | 21 | ■ |
| 02:00 | | 5 | 2 | 1 | 2 | 10 | ■ |
| 03:00 | | 0 | 2 | 4 | 4 | 10 | ■ |
| 04:00 | | 4 | 6 | 11 | 5 | 26 | ■ |
| 05:00 | | 9 | 9 | 23 | 27 | 68 | ■ |
| 06:00 | | 48 | 47 | 64 | 74 | 233 | ■ |
| 07:00 | | 88 | 133 | 182 | 214 | 617 | ■ |
| 08:00 | | 198 | 146 | 154 | 154 | 652 | ■ |
| 09:00 | | 129 | 134 | 116 | 1 | 380 | ■ |
| 10:00 | | * | * | * | * | * | |
| 11:00 | | * | * | * | * | * | |
| 12:00 PM | | * | * | * | * | * | |
| 01:00 | | * | * | * | * | * | |
| 02:00 | | * | * | * | * | * | |
| 03:00 | | * | * | * | * | * | |
| 04:00 | | * | * | * | * | * | |
| 05:00 | | * | * | * | * | * | |
| 06:00 | | * | * | * | * | * | |
| 07:00 | | * | * | * | * | * | |
| 08:00 | | * | * | * | * | * | |
| 09:00 | | * | * | * | * | * | |
| 10:00 | | * | * | * | * | * | |
| 11:00 | | * | * | * | * | * | |
| Day Total | | | | | | 2047 | |
| Total | | | | | | 18345 | |
| ADT | | ADT 18,129 | | AADT 18,129 | | | |

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Wed 1/25/2012

Site Reference: 012509151611
 Site ID: 012509151611
 Location: Old Cheney - 53rd to 56th (WB)
 Direction: WEST

File: WB.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 500 | 1000 | 1500 | 2000 |
|-------|-----|-----|-----|-----|-------|-------|-----|------|------|------|
| 00:00 | | | | | | | | | | |
| 01:00 | | | | | | | | | | |
| 02:00 | | | | | | | | | | |
| 03:00 | | | | | | | | | | |
| 04:00 | | | | | | | | | | |
| 05:00 | | | | | | | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | | | | | | | | | | |
| 09:00 | 83 | 124 | 121 | 118 | 446 | ***** | | | | |
| 10:00 | 107 | 103 | 107 | 129 | 446 | ***** | | | | |
| 11:00 | 128 | 139 | 149 | 166 | 582 | ***** | | | | |
| 12:00 | 154 | 211 | 178 | 178 | 721 | ***** | | | | |
| 13:00 | 158 | 151 | 160 | 165 | 634 | ***** | | | | |
| 14:00 | 140 | 146 | 148 | 161 | 595 | ***** | | | | |
| 15:00 | 162 | 203 | 178 | 219 | 762 | ***** | | | | |
| 16:00 | 218 | 221 | 208 | 238 | 885 | ***** | | | | |
| 17:00 | 280 | 277 | 239 | 235 | 1031 | ***** | | | | |
| 18:00 | 189 | 176 | 168 | 178 | 711 | ***** | | | | |
| 19:00 | 141 | 150 | 125 | 101 | 517 | ***** | | | | |
| 20:00 | 101 | 132 | 102 | 79 | 414 | ***** | | | | |
| 21:00 | 62 | 70 | 73 | 40 | 245 | ***** | | | | |
| 22:00 | 46 | 30 | 22 | 19 | 117 | *** | | | | |
| 23:00 | 17 | 14 | 12 | 10 | 53 | * | | | | |

 TOTAL 8159

AM Times 11:15 Largest Interval: 166
 AM Peaks 582 PHF: .87
 PM Times 17:00 Largest Interval: 280
 PM Peaks 1034 PHF: .92

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Thu 1/26/2012

Site Reference: 012509151611
 Site ID: 012509151611
 Location: Old Cheney - 53rd to 56th (WB)
 Direction: WEST

File: WB.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 500 | 1000 | 1500 | 2000 |
|-------|-----|-----|-----|-----|-------|-------|-----|------|------|------|
| 00:00 | 12 | 9 | 11 | 7 | 39 | * | | | | |
| 01:00 | 7 | 7 | 4 | 6 | 24 | | | | | |
| 02:00 | 3 | 1 | 2 | 3 | 9 | | | | | |
| 03:00 | 2 | 5 | 2 | 1 | 10 | | | | | |
| 04:00 | 4 | 6 | 8 | 18 | 36 | | | | | |
| 05:00 | 20 | 18 | 9 | 46 | 93 | ** | | | | |
| 06:00 | 44 | 66 | 61 | 104 | 275 | ***** | | | | |
| 07:00 | 104 | 157 | 217 | 237 | 715 | ***** | | | | |
| 08:00 | 145 | 162 | 152 | 157 | 616 | ***** | | | | |
| 09:00 | 135 | 129 | 113 | 107 | 484 | ***** | | | | |
| 10:00 | 88 | 119 | 114 | 136 | 457 | ***** | | | | |
| 11:00 | 125 | 141 | 160 | 165 | 591 | ***** | | | | |
| 12:00 | 168 | 148 | 201 | 164 | 681 | ***** | | | | |
| 13:00 | 176 | 165 | 152 | 146 | 639 | ***** | | | | |
| 14:00 | 142 | 168 | 138 | 178 | 626 | ***** | | | | |
| 15:00 | 148 | 180 | 174 | 200 | 702 | ***** | | | | |
| 16:00 | 205 | 193 | 218 | 247 | 863 | ***** | | | | |
| 17:00 | 289 | 284 | 260 | 232 | 1065 | ***** | | | | |
| 18:00 | 200 | 175 | 156 | 139 | 670 | ***** | | | | |
| 19:00 | 121 | 126 | 101 | 103 | 451 | ***** | | | | |
| 20:00 | 102 | 66 | 79 | 87 | 334 | ***** | | | | |
| 21:00 | 76 | 79 | 73 | 57 | 285 | ***** | | | | |
| 22:00 | 46 | 32 | 27 | 26 | 131 | *** | | | | |
| 23:00 | 26 | 23 | 18 | 10 | 77 | ** | | | | |

TOTAL 9873

AM Times 07:45 Largest Interval: 237
 AM Peaks 761 PHF: .80
 PM Times 17:00 Largest Interval: 289
 PM Peaks 1080 PHF: .93

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Fri 1/27/2012

Site Reference: 012509151611
 Site ID: 012509151611
 Location: Old Cheney - 53rd to 56th (WB)
 Direction: WEST

File: WB.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 200 | 400 | 600 | 800 |
|-------|-----|-----|-----|-----|-------|-------|-----|-----|-----|-----|
| 00:00 | 19 | 8 | 10 | 9 | 46 | ** | | | | |
| 01:00 | 2 | 9 | 6 | 3 | 20 | * | | | | |
| 02:00 | 8 | 2 | 2 | 4 | 16 | * | | | | |
| 03:00 | 1 | 2 | 4 | 5 | 12 | | | | | |
| 04:00 | 6 | 4 | 5 | 8 | 23 | * | | | | |
| 05:00 | 18 | 21 | 20 | 35 | 94 | ***** | | | | |
| 06:00 | 41 | 49 | 57 | 102 | 249 | ***** | | | | |
| 07:00 | 106 | 176 | 198 | 253 | 733 | ***** | | | | |
| 08:00 | 142 | 165 | 144 | 137 | 588 | ***** | | | | |
| 09:00 | 122 | 129 | 19 | 0 | 270 | ***** | | | | |
| 10:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 11:00 | 0 | | | | 0 | | | | | |
| 12:00 | | | | | | | | | | |
| 13:00 | | | | | | | | | | |
| 14:00 | | | | | | | | | | |
| 15:00 | | | | | | | | | | |
| 16:00 | | | | | | | | | | |
| 17:00 | | | | | | | | | | |
| 18:00 | | | | | | | | | | |
| 19:00 | | | | | | | | | | |
| 20:00 | | | | | | | | | | |
| 21:00 | | | | | | | | | | |
| 22:00 | | | | | | | | | | |
| 23:00 | | | | | | | | | | |

TOTAL 2051

AM Times 07:30 Largest Interval: 253
 AM Peaks 769 PHF: .75

PM Times PM Peaks

134 S. 13th Street, Suite 1100
Lincoln, NE 68508

Old Cheney Road - 56th-Hwy 2 (EB)

| Start Time | Thu 26-Jan-12 | <-----Quarter | | Hour-----> | | Hour Total | |
|------------|------------------|---------------|-----|------------|-----|------------|---|
| | | 1st | 2nd | 3rd | 4th | | |
| 12:00 AM | | 8 | 11 | 6 | 4 | 29 | ■ |
| 01:00 | | 9 | 5 | 1 | 2 | 17 | ■ |
| 02:00 | | 4 | 8 | 3 | 1 | 16 | ■ |
| 03:00 | | 2 | 4 | 5 | 1 | 12 | ■ |
| 04:00 | | 4 | 4 | 8 | 7 | 23 | ■ |
| 05:00 | | 6 | 14 | 22 | 30 | 72 | ■ |
| 06:00 | | 44 | 48 | 60 | 80 | 232 | ■ |
| 07:00 | | 72 | 128 | 167 | 184 | 551 | ■ |
| 08:00 | | 184 | 140 | 128 | 118 | 570 | ■ |
| 09:00 | | 111 | 99 | 114 | 108 | 432 | ■ |
| 10:00 | | 114 | 93 | 98 | 124 | 429 | ■ |
| 11:00 | | 102 | 134 | 132 | 146 | 514 | ■ |
| 12:00 PM | | 149 | 123 | 130 | 144 | 546 | ■ |
| 01:00 | | 134 | 156 | 134 | 126 | 550 | ■ |
| 02:00 | | 120 | 120 | 132 | 146 | 518 | ■ |
| 03:00 | | 122 | 150 | 160 | 164 | 596 | ■ |
| 04:00 | | 152 | 166 | 163 | 175 | 656 | ■ |
| 05:00 | | 202 | 206 | 214 | 195 | 817 | ■ |
| 06:00 | | 160 | 158 | 135 | 109 | 562 | ■ |
| 07:00 | | 118 | 83 | 84 | 68 | 353 | ■ |
| 08:00 | | 53 | 75 | 64 | 42 | 234 | ■ |
| 09:00 | | 44 | 30 | 31 | 31 | 136 | ■ |
| 10:00 | | 33 | 23 | 14 | 16 | 86 | ■ |
| 11:00 | | 18 | 16 | 12 | 12 | 58 | ■ |
| Day Total | | | | | | 8009 | |

134 S. 13th Street, Suite 1100
Lincoln, NE 68508

Old Cheney Road - 56th-Hwy 2 (EB)

| Start Time | Fri 27-Jan-12 | <-----Quarter | | Hour-----> | | Hour Total | |
|------------|------------------|---------------|-----|-------------|-----|------------|---|
| | | 1st | 2nd | 3rd | 4th | | |
| 12:00 AM | | 5 | 3 | 4 | 6 | 18 | ■ |
| 01:00 | | 9 | 2 | 5 | 4 | 20 | ■ |
| 02:00 | | 4 | 3 | 1 | 2 | 10 | ■ |
| 03:00 | | 1 | 1 | 2 | 4 | 8 | ■ |
| 04:00 | | 3 | 4 | 8 | 8 | 23 | ■ |
| 05:00 | | 10 | 10 | 26 | 28 | 74 | ■ |
| 06:00 | | 46 | 50 | 58 | 74 | 228 | ■ |
| 07:00 | | 88 | 106 | 146 | 176 | 516 | ■ |
| 08:00 | | 199 | 143 | 131 | 150 | 623 | ■ |
| 09:00 | | 118 | * | * | * | 118 | ■ |
| 10:00 | | * | * | * | * | * | |
| 11:00 | | * | * | * | * | * | |
| 12:00 PM | | * | * | * | * | * | |
| 01:00 | | * | * | * | * | * | |
| 02:00 | | * | * | * | * | * | |
| 03:00 | | * | * | * | * | * | |
| 04:00 | | * | * | * | * | * | |
| 05:00 | | * | * | * | * | * | |
| 06:00 | | * | * | * | * | * | |
| 07:00 | | * | * | * | * | * | |
| 08:00 | | * | * | * | * | * | |
| 09:00 | | * | * | * | * | * | |
| 10:00 | | * | * | * | * | * | |
| 11:00 | | * | * | * | * | * | |
| Day Total | | | | | | 1638 | |
| Total | | | | | | 16241 | |
| ADT | | ADT 15,952 | | AADT 15,952 | | | |

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Wed 1/25/2012

Site Reference: 012508302425
 Site ID: 012508302425
 Location: Old Cheney - 56th to N-2 (WB)
 Direction: WEST

File: WB.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 225 | 450 | 675 | 900 |
|-------|-----|-----|-----|-----|-------|---|-------|-----|-----|-----|
| 00:00 | | | | | | | | | | |
| 01:00 | | | | | | | | | | |
| 02:00 | | | | | | | | | | |
| 03:00 | | | | | | | | | | |
| 04:00 | | | | | | | | | | |
| 05:00 | | | | | | | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | | 6 | 125 | 151 | 282 | | ***** | | | |
| 09:00 | 143 | 126 | 100 | 107 | 476 | | ***** | | | |
| 10:00 | 85 | 106 | 98 | 125 | 414 | | ***** | | | |
| 11:00 | 125 | 137 | 140 | 141 | 543 | | ***** | | | |
| 12:00 | 155 | 199 | 157 | 166 | 677 | | ***** | | | |
| 13:00 | 146 | 133 | 143 | 143 | 565 | | ***** | | | |
| 14:00 | 125 | 131 | 124 | 147 | 527 | | ***** | | | |
| 15:00 | 133 | 163 | 168 | 183 | 647 | | ***** | | | |
| 16:00 | 180 | 233 | 170 | 211 | 794 | | ***** | | | |
| 17:00 | 203 | 227 | 190 | 195 | 815 | | ***** | | | |
| 18:00 | 144 | 147 | 170 | 148 | 609 | | ***** | | | |
| 19:00 | 113 | 117 | 115 | 83 | 428 | | ***** | | | |
| 20:00 | 102 | 99 | 98 | 68 | 367 | | ***** | | | |
| 21:00 | 49 | 57 | 48 | 43 | 197 | | ***** | | | |
| 22:00 | 31 | 20 | 23 | 12 | 86 | | **** | | | |
| 23:00 | 18 | 17 | 15 | 11 | 61 | | *** | | | |

 TOTAL 7488

AM Times 08:45 Largest Interval: 151
 AM Peaks 545 PHF: .90
 PM Times 17:00 Largest Interval: 227
 PM Peaks 831 PHF: .91

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Wed 1/25/2012

Site Reference: 012508302425
 Site ID: 012508302425
 Location: Old Cheney - 56th to N-2 (WB)
 Direction: WEST

File: WB.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 225 | 450 | 675 | 900 |
|-------|-----|-----|-----|-----|-------|---|-----|-----|-----|-----|
| 00:00 | | | | | | | | | | |
| 01:00 | | | | | | | | | | |
| 02:00 | | | | | | | | | | |
| 03:00 | | | | | | | | | | |
| 04:00 | | | | | | | | | | |
| 05:00 | | | | | | | | | | |
| 06:00 | | | | | | | | | | |
| 07:00 | | | | | | | | | | |
| 08:00 | | 4 | 130 | 154 | 288 | | | | | |
| 09:00 | 144 | 129 | 101 | 108 | 482 | | | | | |
| 10:00 | 87 | 108 | 100 | 124 | 419 | | | | | |
| 11:00 | 127 | 138 | 140 | 142 | 547 | | | | | |
| 12:00 | 158 | 203 | 160 | 169 | 690 | | | | | |
| 13:00 | 149 | 132 | 146 | 145 | 572 | | | | | |
| 14:00 | 126 | 132 | 124 | 149 | 531 | | | | | |
| 15:00 | 136 | 168 | 170 | 186 | 660 | | | | | |
| 16:00 | 182 | 237 | 175 | 213 | 807 | | | | | |
| 17:00 | 206 | 228 | 192 | 197 | 823 | | | | | |
| 18:00 | 144 | 147 | 170 | 151 | 612 | | | | | |
| 19:00 | 113 | 117 | 118 | 85 | 433 | | | | | |
| 20:00 | 101 | 102 | 95 | 69 | 367 | | | | | |
| 21:00 | 50 | 57 | 50 | 45 | 202 | | | | | |
| 22:00 | 31 | 20 | 23 | 13 | 87 | | | | | |
| 23:00 | 18 | 17 | 16 | 11 | 62 | | | | | |

 TOTAL 7582

AM Times 08:45 Largest Interval: 154
 AM Peaks 557 PHF: .90
 PM Times 17:00 Largest Interval: 228
 PM Peaks 839 PHF: .91

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Thu 1/26/2012

Site Reference: 012508302425
 Site ID: 012508302425
 Location: Old Cheney - 56th to N-2 (WB)
 Direction: WEST

File: WB.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 225 | 450 | 675 | 900 |
|-------|-----|-----|-----|-----|-------|-------|-----|-----|-----|-----|
| 00:00 | 10 | 8 | 8 | 7 | 33 | * | | | | |
| 01:00 | 4 | 7 | 2 | 6 | 19 | * | | | | |
| 02:00 | 3 | 1 | 3 | 4 | 11 | | | | | |
| 03:00 | 4 | 1 | 2 | 0 | 7 | | | | | |
| 04:00 | 2 | 7 | 10 | 18 | 37 | ** | | | | |
| 05:00 | 19 | 16 | 16 | 39 | 90 | ***** | | | | |
| 06:00 | 50 | 45 | 60 | 101 | 256 | ***** | | | | |
| 07:00 | 88 | 157 | 208 | 251 | 704 | ***** | | | | |
| 08:00 | 149 | 155 | 149 | 153 | 606 | ***** | | | | |
| 09:00 | 123 | 129 | 97 | 104 | 453 | ***** | | | | |
| 10:00 | 92 | 114 | 96 | 137 | 439 | ***** | | | | |
| 11:00 | 99 | 128 | 131 | 148 | 506 | ***** | | | | |
| 12:00 | 144 | 137 | 173 | 137 | 591 | ***** | | | | |
| 13:00 | 153 | 133 | 131 | 120 | 537 | ***** | | | | |
| 14:00 | 130 | 144 | 121 | 146 | 541 | ***** | | | | |
| 15:00 | 136 | 150 | 157 | 212 | 655 | ***** | | | | |
| 16:00 | 147 | 182 | 175 | 200 | 704 | ***** | | | | |
| 17:00 | 223 | 252 | 174 | 175 | 824 | ***** | | | | |
| 18:00 | 148 | 142 | 119 | 109 | 518 | ***** | | | | |
| 19:00 | 95 | 91 | 86 | 79 | 351 | ***** | | | | |
| 20:00 | 78 | 75 | 80 | 64 | 297 | ***** | | | | |
| 21:00 | 68 | 58 | 47 | 39 | 212 | ***** | | | | |
| 22:00 | 36 | 24 | 19 | 22 | 101 | ***** | | | | |
| 23:00 | 29 | 16 | 14 | 7 | 66 | *** | | | | |

TOTAL 8558

AM Times 07:30 Largest Interval: 251
 AM Peaks 765 PHF: .76
 PM Times 16:45 Largest Interval: 252
 PM Peaks 850 PHF: .84

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Thu 1/26/2012

Site Reference: 012508302425
 Site ID: 012508302425
 Location: Old Cheney - 56th to N-2 (WB)
 Direction: WEST

File: WB.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 225 | 450 | 675 | 900 |
|-------|-----|-----|-----|-----|-------|-------|-----|-----|-----|-----|
| 00:00 | 10 | 9 | 8 | 7 | 34 | * | | | | |
| 01:00 | 4 | 7 | 2 | 6 | 19 | * | | | | |
| 02:00 | 3 | 1 | 3 | 4 | 11 | | | | | |
| 03:00 | 4 | 1 | 2 | 0 | 7 | | | | | |
| 04:00 | 2 | 7 | 10 | 19 | 38 | ** | | | | |
| 05:00 | 19 | 16 | 16 | 38 | 89 | ***** | | | | |
| 06:00 | 51 | 45 | 60 | 102 | 258 | ***** | | | | |
| 07:00 | 89 | 161 | 210 | 253 | 713 | ***** | | | | |
| 08:00 | 153 | 159 | 150 | 158 | 620 | ***** | | | | |
| 09:00 | 125 | 131 | 99 | 105 | 460 | ***** | | | | |
| 10:00 | 91 | 117 | 100 | 139 | 447 | ***** | | | | |
| 11:00 | 100 | 131 | 131 | 150 | 512 | ***** | | | | |
| 12:00 | 144 | 138 | 175 | 138 | 595 | ***** | | | | |
| 13:00 | 159 | 134 | 129 | 121 | 543 | ***** | | | | |
| 14:00 | 133 | 148 | 122 | 147 | 550 | ***** | | | | |
| 15:00 | 139 | 151 | 161 | 213 | 664 | ***** | | | | |
| 16:00 | 148 | 182 | 178 | 202 | 710 | ***** | | | | |
| 17:00 | 225 | 252 | 178 | 178 | 833 | ***** | | | | |
| 18:00 | 150 | 145 | 120 | 112 | 527 | ***** | | | | |
| 19:00 | 96 | 94 | 88 | 80 | 358 | ***** | | | | |
| 20:00 | 79 | 76 | 81 | 66 | 302 | ***** | | | | |
| 21:00 | 68 | 60 | 48 | 40 | 216 | ***** | | | | |
| 22:00 | 36 | 24 | 19 | 25 | 104 | ***** | | | | |
| 23:00 | 29 | 16 | 14 | 7 | 66 | *** | | | | |

TOTAL 8676

AM Times 07:30 Largest Interval: 253
 AM Peaks 777 PHF: .76
 PM Times 16:45 Largest Interval: 252
 PM Peaks 857 PHF: .85

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Fri 1/27/2012

Site Reference: 012508302425
 Site ID: 012508302425
 Location: Old Cheney - 56th to N-2 (WB)
 Direction: WEST

File: WB.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 200 | 400 | 600 | 800 |
|-------|-----|-----|-----|-----|-------|-------|-----|-----|-----|-----|
| 00:00 | 14 | 6 | 9 | 4 | 33 | ** | | | | |
| 01:00 | 3 | 9 | 7 | 3 | 22 | * | | | | |
| 02:00 | 4 | 5 | 5 | 1 | 15 | | | | | |
| 03:00 | 4 | 5 | 4 | 4 | 17 | * | | | | |
| 04:00 | 4 | 6 | 5 | 14 | 29 | * | | | | |
| 05:00 | 16 | 12 | 22 | 36 | 86 | ***** | | | | |
| 06:00 | 34 | 30 | 49 | 104 | 217 | ***** | | | | |
| 07:00 | 96 | 163 | 185 | 248 | 692 | ***** | | | | |
| 08:00 | 141 | 180 | 138 | 137 | 596 | ***** | | | | |
| 09:00 | 58 | 1 | 0 | 0 | 59 | *** | | | | |
| 10:00 | 0 | 0 | 0 | 0 | 0 | | | | | |
| 11:00 | 0 | | | | 0 | | | | | |
| 12:00 | | | | | | | | | | |
| 13:00 | | | | | | | | | | |
| 14:00 | | | | | | | | | | |
| 15:00 | | | | | | | | | | |
| 16:00 | | | | | | | | | | |
| 17:00 | | | | | | | | | | |
| 18:00 | | | | | | | | | | |
| 19:00 | | | | | | | | | | |
| 20:00 | | | | | | | | | | |
| 21:00 | | | | | | | | | | |
| 22:00 | | | | | | | | | | |
| 23:00 | | | | | | | | | | |

TOTAL 1766

AM Times 07:45 Largest Interval: 248
 AM Peaks 754 PHF: .76

PM Times PM Peaks

The Schemmer Associates Inc.
 DAILY VOLUME SUMMARY
 Fri 1/27/2012

Site Reference: 012508302425
 Site ID: 012508302425
 Location: Old Cheney - 56th to N-2 (WB)
 Direction: WEST

File: WB.prn
 City:
 County:

| TIME | Q1 | Q2 | Q3 | Q4 | TOTAL | 0 | 200 | 400 | 600 | 800 |
|-------|-----|-----|-----|-----|-------|-------|-----|-----|-----|-----|
| 00:00 | 15 | 6 | 9 | 4 | 34 | ** | | | | |
| 01:00 | 3 | 10 | 7 | 3 | 23 | * | | | | |
| 02:00 | 4 | 5 | 5 | 1 | 15 | | | | | |
| 03:00 | 4 | 5 | 4 | 4 | 17 | * | | | | |
| 04:00 | 4 | 7 | 5 | 14 | 30 | * | | | | |
| 05:00 | 16 | 12 | 23 | 36 | 87 | ***** | | | | |
| 06:00 | 35 | 32 | 49 | 105 | 221 | ***** | | | | |
| 07:00 | 97 | 169 | 186 | 257 | 709 | ***** | | | | |
| 08:00 | 143 | 182 | 140 | 139 | 604 | ***** | | | | |
| 09:00 | 59 | 1 | 0 | 0 | 60 | *** | | | | |
| 10:00 | 1 | 0 | 0 | 0 | 1 | | | | | |
| 11:00 | 0 | | | | 0 | | | | | |
| 12:00 | | | | | | | | | | |
| 13:00 | | | | | | | | | | |
| 14:00 | | | | | | | | | | |
| 15:00 | | | | | | | | | | |
| 16:00 | | | | | | | | | | |
| 17:00 | | | | | | | | | | |
| 18:00 | | | | | | | | | | |
| 19:00 | | | | | | | | | | |
| 20:00 | | | | | | | | | | |
| 21:00 | | | | | | | | | | |
| 22:00 | | | | | | | | | | |
| 23:00 | | | | | | | | | | |

TOTAL 1801

AM Times 07:45 Largest Interval: 257
 AM Peaks 768 PHF: .74

PM Times PM Peaks

Vehicle Volume Summary
City of Lincoln

LOCATION: 56th and Shadow Pines
DAY/DATE: Thursday November 10, '11
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

TSC: 0

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | TRUCKS FROM THE | | | |
|----------------|----------------|-------------|----|----------------|-------------|----|---------------|--------------|----|---------------|--------------|----|-----------------|-------|------|------|
| | ON: | 56th Street | | ON: | 56th Street | | ON: | Shadow Pines | | ON: | Shadow Pines | | NORTH | SOUTH | EAST | WEST |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | | | | |
| 7:00 to 7:15 | 0 | 73 | 0 | 0 | 161 | 0 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |
| 7:15 to 7:30 | 0 | 103 | 1 | 0 | 230 | 0 | 1 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 to 7:45 | 0 | 123 | 0 | 0 | 211 | 1 | 0 | 0 | 13 | 8 | 0 | 0 | 2 | 2 | 0 | 0 |
| 7:45 to 8:00 | 2 | 141 | 0 | 0 | 217 | 1 | 2 | 0 | 4 | 1 | 0 | 0 | 2 | 1 | 0 | 0 |
| 8:00 to 8:15 | 3 | 126 | 0 | 0 | 168 | 1 | 3 | 0 | 4 | 3 | 0 | 0 | 2 | 4 | 0 | 0 |
| 8:15 to 8:30 | 0 | 86 | 1 | 0 | 162 | 2 | 0 | 0 | 4 | 5 | 0 | 0 | 4 | 3 | 0 | 0 |
| 8:30 to 8:45 | 2 | 94 | 0 | 0 | 141 | 1 | 1 | 0 | 10 | 1 | 0 | 0 | 7 | 2 | 0 | 0 |
| 8:45 to 9:00 | 2 | 93 | 1 | 0 | 135 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 6 | 4 | 0 | 0 |
| TOTALS-- | 9 | 839 | 3 | 0 | 1425 | 7 | 9 | 0 | 49 | 23 | 0 | 0 | 23 | 19 | 0 | 0 |
| 11:00 to 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 to 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 to 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 to 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 to 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 to 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 to 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 to 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS-- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 to 16:15 | 4 | 162 | 3 | 0 | 151 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 1 | 2 | 0 | 0 |
| 16:15 to 16:30 | 3 | 177 | 1 | 1 | 156 | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 2 | 2 | 0 | 0 |
| 16:30 to 16:45 | 5 | 191 | 5 | 0 | 135 | 2 | 1 | 0 | 3 | 2 | 0 | 0 | 3 | 2 | 0 | 0 |
| 16:45 to 17:00 | 4 | 204 | 2 | 0 | 164 | 4 | 2 | 0 | 3 | 1 | 0 | 0 | 5 | 5 | 0 | 0 |
| 17:00 to 17:15 | 5 | 229 | 2 | 0 | 184 | 3 | 4 | 0 | 5 | 2 | 0 | 0 | 0 | 1 | 1 | 0 |
| 17:15 to 17:30 | 6 | 198 | 6 | 0 | 181 | 6 | 4 | 0 | 4 | 6 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:30 to 17:45 | 6 | 212 | 3 | 0 | 158 | 5 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:45 to 18:00 | 3 | 181 | 3 | 0 | 140 | 1 | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 1 | 1 | 0 |
| TOTALS-- | 36 | 1554 | 25 | 1 | 1269 | 25 | 18 | 0 | 25 | 20 | 0 | 1 | 13 | 15 | 2 | 0 |

RAW FIELD DATA

Vehicle Volume Summary
City of Lincoln

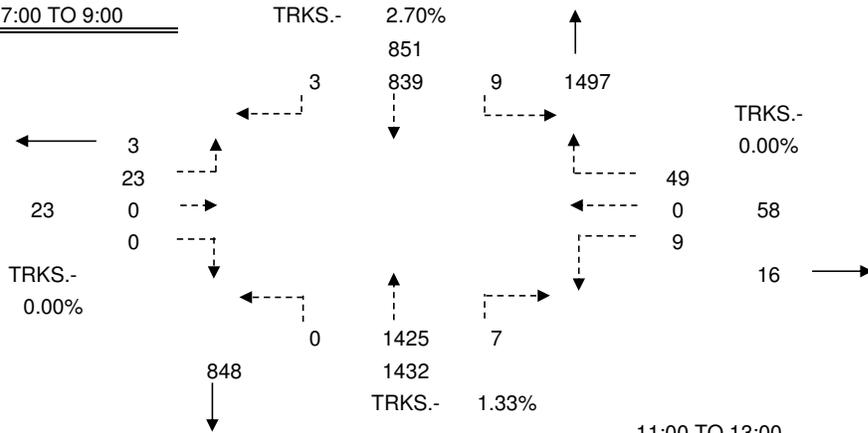
2 HOUR SUMMARY

TSC: 0

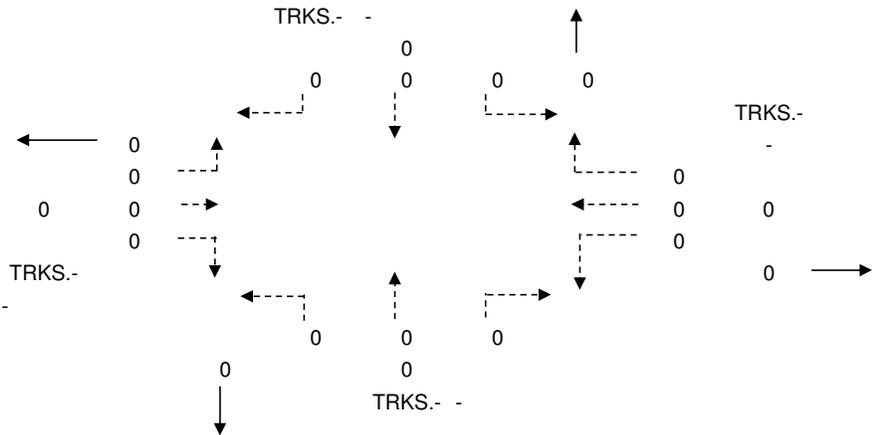
LOCATION: 56th and Shadow Pines
DAY/DATE: Thursday November 10, '11
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

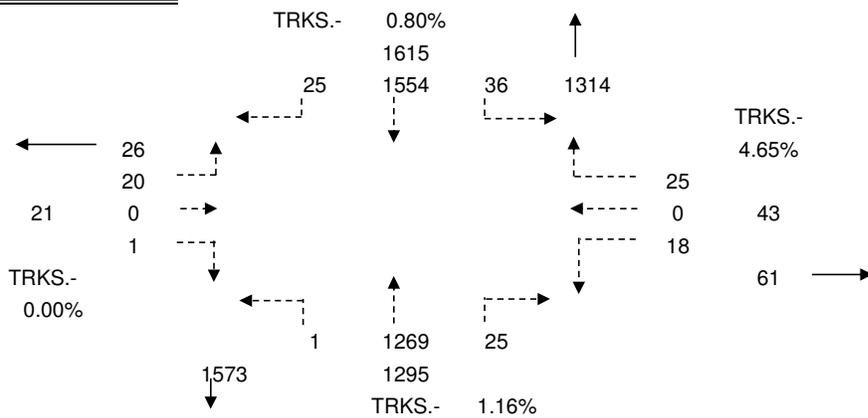
7:00 TO 9:00



11:00 TO 13:00



16:00 TO 18:00



Vehicle Volume Summary
City of Lincoln

LOCATION: 56th and Shadow Pines
DAY/DATE: Thursday November 10, '11
OBSERVER: Megan Starner

TSC: 0
WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles |
|--------------------|----------------|-------------|----|----------------|-------------|----|---------------|--------------|----|---------------|--------------|----|----------------|
| | ON: | 56th Street | | ON: | 56th Street | | ON: | Shadow Pines | | ON: | Shadow Pines | | |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | |
| 6:00 to 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 to 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 to 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 to 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 to 7:15 | 0 | 73 | 0 | 0 | 161 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 243 |
| 7:15 to 7:30 | 0 | 103 | 1 | 0 | 230 | 0 | 1 | 0 | 7 | 3 | 0 | 0 | 345 |
| 7:30 to 7:45 | 0 | 123 | 0 | 0 | 211 | 1 | 0 | 0 | 13 | 8 | 0 | 0 | 356 |
| 7:45 to 8:00 | 2 | 141 | 0 | 0 | 217 | 1 | 2 | 0 | 4 | 1 | 0 | 0 | 368 |
| 8:00 to 8:15 | 3 | 126 | 0 | 0 | 168 | 1 | 3 | 0 | 4 | 3 | 0 | 0 | 308 |
| 8:15 to 8:30 | 0 | 86 | 1 | 0 | 162 | 2 | 0 | 0 | 4 | 5 | 0 | 0 | 260 |
| 8:30 to 8:45 | 2 | 94 | 0 | 0 | 141 | 1 | 1 | 0 | 10 | 1 | 0 | 0 | 250 |
| 8:45 to 9:00 | 2 | 93 | 1 | 0 | 135 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 234 |
| 9:00 to 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 to 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 to 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 to 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Movement Totals | 9 | 839 | 3 | 0 | 1425 | 7 | 9 | 0 | 49 | 23 | 0 | 0 | 2364 |
| Approach Totals: | | 851 | | | 1432 | | | 58 | | 23 | | | |
| Approach % Trucks: | | 2.70% | | | 1.33% | | | 0.00% | | 0.00% | | | |

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles |
|--------------------|----------------|-------------|----|----------------|-------------|----|---------------|--------------|----|---------------|--------------|----|----------------|
| | ON: | 56th Street | | ON: | 56th Street | | ON: | Shadow Pines | | ON: | Shadow Pines | | |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | |
| 10:00 to 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 to 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 to 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 to 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 to 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 to 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 to 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 to 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 to 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 to 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 to 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 to 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 to 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 to 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 to 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 to 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Movement Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Totals: | | 0 | | | 0 | | | 0 | | 0 | | | |
| Approach % Trucks: | | - | | | - | | | - | | - | | | |

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles |
|------------------------|----------------|-------------|----|--------------------|-------------|----|---------------|--------------------|-----|---------------|--------------|----|----------------|
| | ON: | 56th Street | | ON: | 56th Street | | ON: | Shadow Pines | | ON: | Shadow Pines | | |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | |
| 14:00 to 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 to 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 to 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 to 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 to 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 to 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 to 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 to 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 to 16:15 | 4 | 162 | 3 | 0 | 151 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 326 |
| 16:15 to 16:30 | 3 | 177 | 1 | 1 | 156 | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 350 |
| 16:30 to 16:45 | 5 | 191 | 5 | 0 | 135 | 2 | 1 | 0 | 3 | 2 | 0 | 0 | 344 |
| 16:45 to 17:00 | 4 | 204 | 2 | 0 | 164 | 4 | 2 | 0 | 3 | 1 | 0 | 0 | 384 |
| 17:00 to 17:15 | 5 | 229 | 2 | 0 | 184 | 3 | 4 | 0 | 5 | 2 | 0 | 0 | 434 |
| 17:15 to 17:30 | 6 | 198 | 6 | 0 | 181 | 6 | 4 | 0 | 4 | 6 | 0 | 0 | 411 |
| 17:30 to 17:45 | 6 | 212 | 3 | 0 | 158 | 5 | 0 | 0 | 1 | 2 | 0 | 0 | 387 |
| 17:45 to 18:00 | 3 | 181 | 3 | 0 | 140 | 1 | 5 | 0 | 3 | 2 | 0 | 0 | 338 |
| Movement Totals | 36 | 1554 | 25 | 1 | 1269 | 25 | 18 | 0 | 25 | 20 | 0 | 1 | 2974 |
| Approach Totals: | | 1615 | | | 1295 | | | 43 | | 21 | | | |
| Approach % Trucks: | | 0.80% | | | 1.16% | | | 4.65% | | 0.00% | | | |
| 6 Hr. Approach Totals: | | 2466 | | | 2727 | | | 101 | | 44 | | | |
| Vol. Ratio Max/Min | 35.814 | | | N-S Approach Total | 5193 | | | E-W Approach Total | 145 | | | | |

CITY OF LINCOLN - PEDESTRIAN AND BICYCLE VOLUME STUDY

TSC: 0

LOCATION: 56th and Shadow Pines
 DAY/DATE: Thursday November 10, '11
 OBSERVER: Megan Starner

WEATHER: Sunny
 TEMPERATURE: 40*
 ROAD CONDITION: Dry

| TIME | PEDESTRIANS CROSSING IN THE | | | | | TOTAL PEDS | BICYCLES FROM THE | | | | |
|----------------|-----------------------------|--------------------|-------------------|-------------------|-------|---------------|-------------------|-------------|------------|------------|----------------|
| | NORTH CROSSWALK | SOUTH CROSSWALK | EAST CROSSWALK | WEST CROSSWALK | TOTAL | | NORTH SB | SOUTH NB | EAST WB | WEST EB | TOTAL BIKES |
| 7:00 to 7:15 | | 1 | 1 | | | 2 | | | | | 0 |
| 7:15 to 7:30 | | | | | | 0 | | | | | 0 |
| 7:30 to 7:45 | | | | | | 0 | | | | | 0 |
| 7:45 to 8:00 | | | | | | 0 | | | | | 0 |
| 8:00 to 8:15 | | | | 1 | | 1 | | | | | 0 |
| 8:15 to 8:30 | | | | | | 0 | | | | | 0 |
| 8:30 to 8:45 | | | | | | 0 | | | | | 0 |
| 8:45 to 9:00 | | 1 | | | | 1 | | | | | 0 |
| 9:00 to 9:15 | | | | | | 0 | | | | | 0 |
| 9:15 to 9:30 | | | | | | 0 | | | | | 0 |
| 9:30 to 9:45 | | | | | | 0 | | | | | 0 |
| 9:45 to 10:00 | | | | | | 0 | | | | | 0 |
| TOTALS - | 0 | 2 | 1 | 1 | | 4 | 0 | 0 | 0 | 0 | 0 |
| 10:00 to 10:15 | | | | | | 0 | | | | | 0 |
| 10:15 to 10:30 | | | | | | 0 | | | | | 0 |
| 10:30 to 10:45 | | | | | | 0 | | | | | 0 |
| 10:45 to 11:00 | | | | | | 0 | | | | | 0 |
| 11:00 to 11:15 | | | | | | 0 | | | | | 0 |
| 11:15 to 11:30 | | | | | | 0 | | | | | 0 |
| 11:30 to 11:45 | | | | | | 0 | | | | | 0 |
| 11:45 to 12:00 | | | | | | 0 | | | | | 0 |
| 12:00 to 12:15 | | | | | | 0 | | | | | 0 |
| 12:15 to 12:30 | | | | | | 0 | | | | | 0 |
| 12:30 to 12:45 | | | | | | 0 | | | | | 0 |
| 12:45 to 13:00 | | | | | | 0 | | | | | 0 |
| 13:00 to 13:15 | | | | | | 0 | | | | | 0 |
| 13:15 to 13:30 | | | | | | 0 | | | | | 0 |
| 13:30 to 13:45 | | | | | | 0 | | | | | 0 |
| 13:45 to 14:00 | | | | | | 0 | | | | | 0 |
| TOTALS - | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 to 14:15 | | | | | | 0 | | | | | 0 |
| 14:15 to 14:30 | | | | | | 0 | | | | | 0 |
| 14:30 to 14:45 | | | | | | 0 | | | | | 0 |
| 14:45 to 15:00 | | | | | | 0 | | | | | 0 |
| 15:00 to 15:15 | | | | | | 0 | | | | | 0 |
| 15:15 to 15:30 | | | | | | 0 | | | | | 0 |
| 15:30 to 15:45 | | | | | | 0 | | | | | 0 |
| 15:45 to 16:00 | | | | | | 0 | | | | | 0 |
| 16:00 to 16:15 | | | | | | 0 | | | | | 0 |
| 16:15 to 16:30 | | | | | | 0 | | | | | 0 |
| 16:30 to 16:45 | | | | | | 0 | | | | | 0 |
| 16:45 to 17:00 | | | | | | 0 | | | | | 0 |
| 17:00 to 17:15 | | | | | | 0 | | | | | 0 |
| 17:15 to 17:30 | | | | | | 0 | | | | | 0 |
| 17:30 to 17:45 | | | | | | 0 | | | | | 0 |
| 17:45 to 18:00 | | | | | | 0 | | | | | 0 |
| TOTALS - | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

Vehicle Volume Summary
City of Lincoln

LOCATION: 56th and Cumberland
DAY/DATE: Thursday Nov. 3, 2011
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

TSC: 0

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | TRUCKS FROM THE | | | |
|----------------|----------------|-------------|----|----------------|-------------|----|---------------|------------|----|---------------|------------|----|-----------------|-------|------|------|
| | ON: | 56th Street | | ON: | 56th Street | | ON: | Cumberland | | ON: | Cumberland | | NORTH | SOUTH | EAST | WEST |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | | | | |
| 7:00 to 7:15 | 0 | 62 | 1 | 0 | 161 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 1 | 1 | 0 | 0 |
| 7:15 to 7:30 | 0 | 81 | 0 | 0 | 205 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 |
| 7:30 to 7:45 | 0 | 90 | 4 | 0 | 247 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 |
| 7:45 to 8:00 | 0 | 108 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 8:00 to 8:15 | 0 | 137 | 1 | 0 | 182 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 3 | 0 | 0 |
| 8:15 to 8:30 | 0 | 104 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 3 | 0 | 0 |
| 8:30 to 8:45 | 0 | 90 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 5 | 0 | 0 |
| 8:45 to 9:00 | 0 | 92 | 2 | 1 | 117 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 3 | 5 | 0 | 0 |
| TOTALS-- | 0 | 764 | 8 | 1 | 1375 | 0 | 0 | 0 | 0 | 25 | 0 | 5 | 16 | 26 | 0 | 0 |
| 11:00 to 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 to 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 to 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 to 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 to 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 to 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 to 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 to 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS-- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 to 16:15 | 0 | 189 | 3 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 |
| 16:15 to 16:30 | 0 | 187 | 3 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| 16:30 to 16:45 | 0 | 182 | 2 | 0 | 160 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 |
| 16:45 to 17:00 | 0 | 205 | 3 | 1 | 157 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 |
| 17:00 to 17:15 | 0 | 227 | 6 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 |
| 17:15 to 17:30 | 0 | 215 | 5 | 0 | 161 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 1 | 1 | 0 | 0 |
| 17:30 to 17:45 | 0 | 239 | 5 | 0 | 149 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 4 | 0 | 0 |
| 17:45 to 18:00 | 0 | 201 | 6 | 0 | 151 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 |
| TOTALS-- | 0 | 1645 | 33 | 1 | 1287 | 0 | 0 | 0 | 0 | 14 | 0 | 5 | 17 | 17 | 0 | 0 |

RAW FIELD DATA

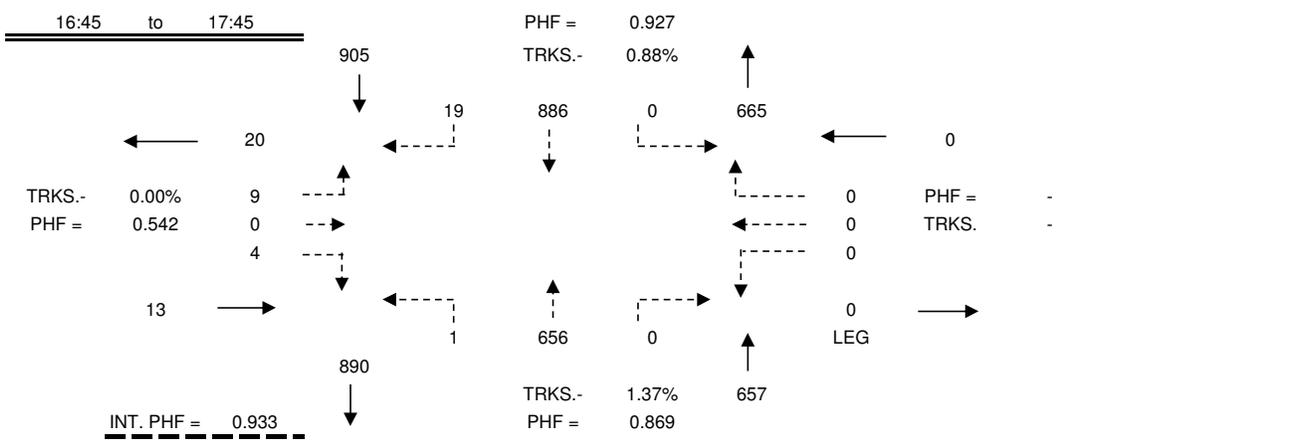
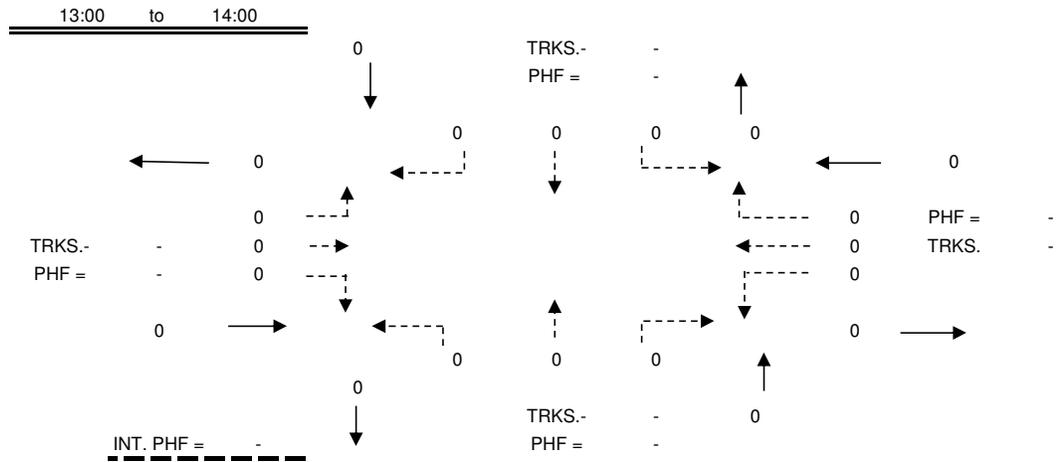
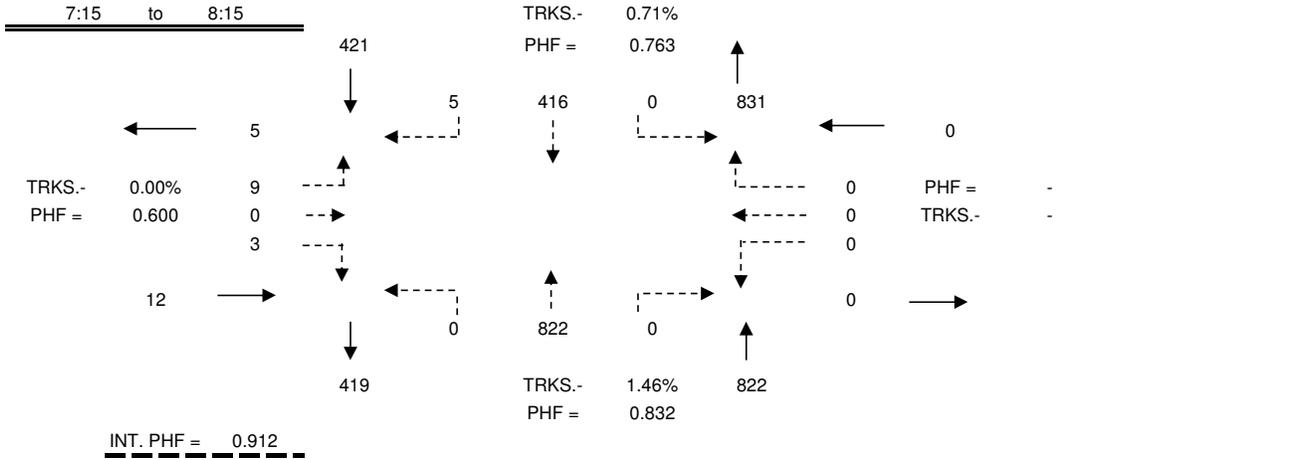
Vehicle Volume Summary
City of Lincoln

PEAK HOUR SUMMARY

TSC: 0

LOCATION: 56th and Cumberland
DAY/DATE: Thursday Nov. 3, 2011
OBSERVER: Megan Starnier

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry



Vehicle Volume Summary
City of Lincoln

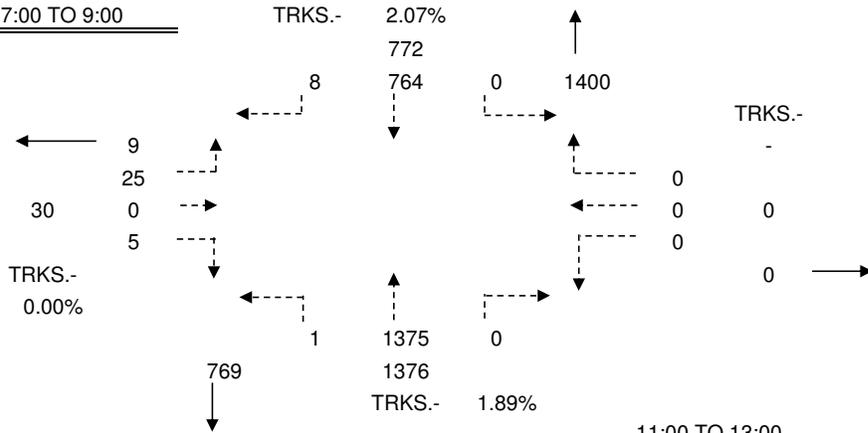
2 HOUR SUMMARY

TSC: 0

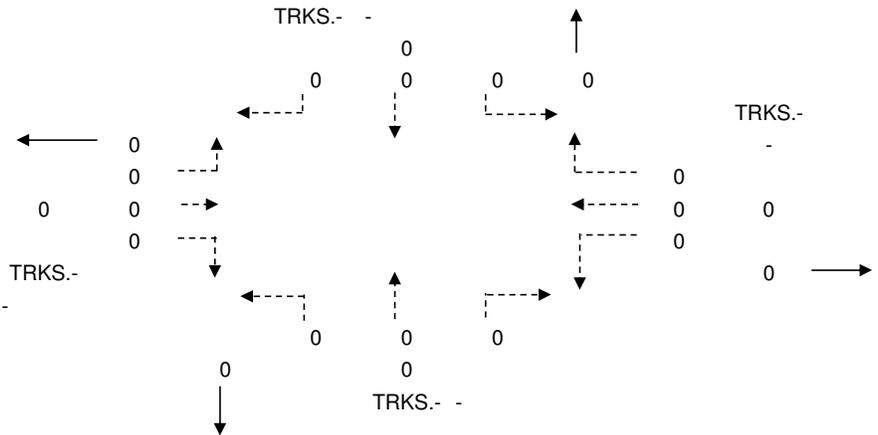
LOCATION: 56th and Cumberland
DAY/DATE: Thursday Nov. 3, 2011
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

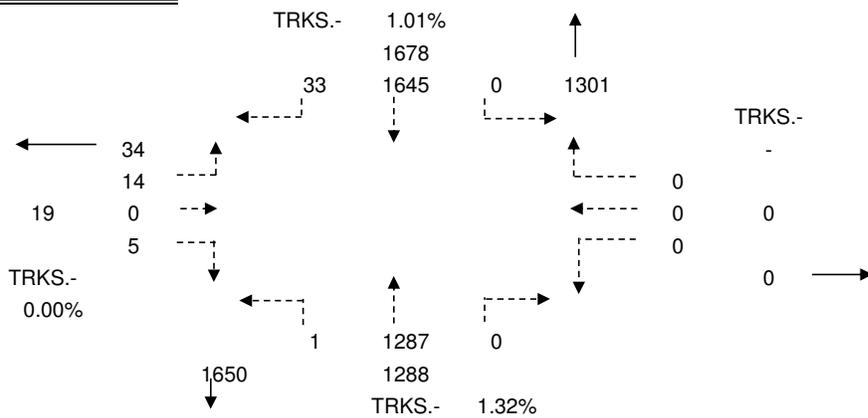
7:00 TO 9:00



11:00 TO 13:00



16:00 TO 18:00



Vehicle Volume Summary
City of Lincoln

TSC: 0

LOCATION: 56th and Cumberland
DAY/DATE: Thursday Nov. 3, 2011
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | |
|--------------|----------------|-------------|----|----------------|-------------|----|---------------|------------|----|---------------|------------|----|
| | ON: | 56th Street | | ON: | 56th Street | | ON: | Cumberland | | ON: | Cumberland | |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT |
| 7:15 to 7:30 | 0 | 81 | 0 | 0 | 205 | 0 | 0 | 0 | 0 | 5 | 0 | 0 |
| 7:30 to 7:45 | 0 | 90 | 4 | 0 | 247 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| 7:45 to 8:00 | 0 | 108 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 to 8:15 | 0 | 137 | 1 | 0 | 182 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |

Movement Totals: 0 416 5 0 822 0 0 0 0 0 9 0 3
 Movement PHF: - 0.76 0.31 - 0.83 - - - - 0.45 - 0.25
 Approach Totals: 421 822 0 12
 Approach PHF: 0.7627 0.832 - 0.6000
 Approach % Trucks: 0.71% 1.46% - 0.00%
 Intersection PHF: 0.9121

| TIME | LT | THRU | RT |
|----------------|----|------|----|----|------|----|----|------|----|----|------|----|
| 13:00 to 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 to 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 to 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 to 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Movement Totals: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Movement PHF: - - - - - - - - - - - - -
 Approach Totals: 0 0 0
 Approach PHF: - - - -
 Approach % Trucks: - - - -
 Intersection PHF: -

| TIME | LT | THRU | RT |
|----------------|----|------|----|----|------|----|----|------|----|----|------|----|
| 16:45 to 17:00 | 0 | 205 | 3 | 1 | 157 | 0 | 0 | 0 | 0 | 2 | 0 | 1 |
| 17:00 to 17:15 | 0 | 227 | 6 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 to 17:30 | 0 | 215 | 5 | 0 | 161 | 0 | 0 | 0 | 0 | 4 | 0 | 2 |
| 17:30 to 17:45 | 0 | 239 | 5 | 0 | 149 | 0 | 0 | 0 | 0 | 3 | 0 | 1 |

Movement Totals: 0 886 19 1 656 0 0 0 0 9 0 4
 Movement PHF: - 0.93 0.79 0.25 0.87 - - - - 0.56 - 0.50
 Approach Totals: 905 657 0 13
 Approach PHF: 0.9273 0.869 - 0.5417
 Approach % Trucks: 0.88% 1.37% - 0.00%
 Intersection PHF: 0.9331

Vehicle Volume Summary
City of Lincoln

LOCATION: 56th and Cumberland
DAY/DATE: Thursday Nov. 3, 2011
OBSERVER: Megan Starner

TSC: 0
WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles |
|--------------------|----------------|-------------|----|----------------|-------------|----|---------------|------------|----|---------------|------------|----|----------------|
| | ON: | 56th Street | | ON: | 56th Street | | ON: | Cumberland | | ON: | Cumberland | | |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | |
| 6:00 to 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 to 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 to 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 to 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 to 7:15 | 0 | 62 | 1 | 0 | 161 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 229 |
| 7:15 to 7:30 | 0 | 81 | 0 | 0 | 205 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 291 |
| 7:30 to 7:45 | 0 | 90 | 4 | 0 | 247 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 344 |
| 7:45 to 8:00 | 0 | 108 | 0 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 296 |
| 8:00 to 8:15 | 0 | 137 | 1 | 0 | 182 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 324 |
| 8:15 to 8:30 | 0 | 104 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 227 |
| 8:30 to 8:45 | 0 | 90 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 246 |
| 8:45 to 9:00 | 0 | 92 | 2 | 1 | 117 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 221 |
| 9:00 to 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 to 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 to 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 to 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Movement Totals | 0 | 764 | 8 | 1 | 1375 | 0 | 0 | 0 | 0 | 25 | 0 | 5 | 2178 |
| Approach Totals: | | 772 | | | 1376 | | | 0 | | 30 | | | |
| Approach % Trucks: | | 2.07% | | | 1.89% | | | - | | 0.00% | | | |

| TIME | | | | | | | | | | | | | Total Vehicles |
|--------------------|----|------|----|----|------|----|----|------|----|----|------|----|----------------|
| | LT | THRU | RT | |
| 10:00 to 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 to 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 to 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 to 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 to 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 to 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 to 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 to 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 to 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 to 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 to 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 to 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 to 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 to 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 to 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 to 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Movement Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Totals: | | 0 | | | 0 | | | 0 | | 0 | | | |
| Approach % Trucks: | | - | | | - | | | - | | - | | | |

| TIME | | | | | | | | | | | | | Total Vehicles |
|------------------------|---------|-------|----|--------------------|-------|----|----|--------------------|----|-------|------|----|----------------|
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | |
| 14:00 to 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 to 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 to 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 to 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 to 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 to 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 to 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 to 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 to 16:15 | 0 | 189 | 3 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 354 |
| 16:15 to 16:30 | 0 | 187 | 3 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 349 |
| 16:30 to 16:45 | 0 | 182 | 2 | 0 | 160 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 345 |
| 16:45 to 17:00 | 0 | 205 | 3 | 1 | 157 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 369 |
| 17:00 to 17:15 | 0 | 227 | 6 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 422 |
| 17:15 to 17:30 | 0 | 215 | 5 | 0 | 161 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 387 |
| 17:30 to 17:45 | 0 | 239 | 5 | 0 | 149 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 397 |
| 17:45 to 18:00 | 0 | 201 | 6 | 0 | 151 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 362 |
| Movement Totals | 0 | 1645 | 33 | 1 | 1287 | 0 | 0 | 0 | 0 | 14 | 0 | 5 | 2985 |
| Approach Totals: | | 1678 | | | 1288 | | | 0 | | 19 | | | |
| Approach % Trucks: | | 1.01% | | | 1.32% | | | - | | 0.00% | | | |
| 6 Hr. Approach Totals: | | 2450 | | | 2664 | | | 0 | | 49 | | | |
| Vol. Ratio Max/Min | 104.367 | | | N-S Approach Total | 5114 | | | E-W Approach Total | 49 | | | | |

CITY OF LINCOLN - PEDESTRIAN AND BICYCLE VOLUME STUDY

TSC: 0

LOCATION: 56th and Cumberland
 DAY/DATE: Thursday Nov. 3, 2011
 OBSERVER: Megan Starner

WEATHER: Sunny
 TEMPERATURE: 40*
 ROAD CONDITION: Dry

| TIME | PEDESTRIANS CROSSING IN THE | | | | | TOTAL PEDS | BICYCLES FROM THE | | | | TOTAL BIKES |
|----------|-----------------------------|--------------------|-------------------|-------------------|-------|---------------|-------------------|-------------|------------|------------|----------------|
| | NORTH CROSSWALK | SOUTH CROSSWALK | EAST CROSSWALK | WEST CROSSWALK | TOTAL | | NORTH SB | SOUTH NB | EAST WB | WEST EB | |
| 6:00 | to | 6:15 | | | | 0 | | | | | 0 |
| 6:15 | to | 6:30 | | | | 0 | | | | | 0 |
| 6:30 | to | 6:45 | | | | 0 | | | | | 0 |
| 6:45 | to | 7:00 | | | | 0 | | | | | 0 |
| 7:00 | to | 7:15 | | | | 0 | | | | | 0 |
| 7:15 | to | 7:30 | | | | 0 | | | | | 0 |
| 7:30 | to | 7:45 | | | | 0 | | | | | 0 |
| 7:45 | to | 8:00 | | | | 0 | | | | | 0 |
| 8:00 | to | 8:15 | | | | 0 | | | | | 0 |
| 8:15 | to | 8:30 | | | | 0 | | | | | 0 |
| 8:30 | to | 8:45 | | | | 0 | | | | | 0 |
| 8:45 | to | 9:00 | | | | 0 | | | | | 0 |
| 9:00 | to | 9:15 | | | | 0 | | | | | 0 |
| 9:15 | to | 9:30 | | | | 0 | | | | | 0 |
| 9:30 | to | 9:45 | | | | 0 | | | | | 0 |
| 9:45 | to | 10:00 | | | | 0 | | | | | 0 |
| TOTALS - | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | to | 10:15 | | | | 0 | | | | | 0 |
| 10:15 | to | 10:30 | | | | 0 | | | | | 0 |
| 10:30 | to | 10:45 | | | | 0 | | | | | 0 |
| 10:45 | to | 11:00 | | | | 0 | | | | | 0 |
| 11:00 | to | 11:15 | | | | 0 | | | | | 0 |
| 11:15 | to | 11:30 | | | | 0 | | | | | 0 |
| 11:30 | to | 11:45 | | | | 0 | | | | | 0 |
| 11:45 | to | 12:00 | | | | 0 | | | | | 0 |
| 12:00 | to | 12:15 | | | | 0 | | | | | 0 |
| 12:15 | to | 12:30 | | | | 0 | | | | | 0 |
| 12:30 | to | 12:45 | | | | 0 | | | | | 0 |
| 12:45 | to | 13:00 | | | | 0 | | | | | 0 |
| 13:00 | to | 13:15 | | | | 0 | | | | | 0 |
| 13:15 | to | 13:30 | | | | 0 | | | | | 0 |
| 13:30 | to | 13:45 | | | | 0 | | | | | 0 |
| 13:45 | to | 14:00 | | | | 0 | | | | | 0 |
| TOTALS - | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | to | 14:15 | | | | 0 | | | | | 0 |
| 14:15 | to | 14:30 | | | | 0 | | | | | 0 |
| 14:30 | to | 14:45 | | | | 0 | | | | | 0 |
| 14:45 | to | 15:00 | | | | 0 | | | | | 0 |
| 15:00 | to | 15:15 | | | | 0 | | | | | 0 |
| 15:15 | to | 15:30 | | | | 0 | | | | | 0 |
| 15:30 | to | 15:45 | | | | 0 | | | | | 0 |
| 15:45 | to | 16:00 | | | | 0 | | | | | 0 |
| 16:00 | to | 16:15 | | | | 0 | | | | | 0 |
| 16:15 | to | 16:30 | | | | 0 | | | | | 0 |
| 16:30 | to | 16:45 | | | | 0 | | | | | 0 |
| 16:45 | to | 17:00 | | | | 0 | | | | | 0 |
| 17:00 | to | 17:15 | | | | 0 | | | | | 0 |
| 17:15 | to | 17:30 | | | | 0 | 1 | | | 1 | 2 |
| 17:30 | to | 17:45 | | | | 0 | | | | | 0 |
| 17:45 | to | 18:00 | | | | 0 | | 1 | | | 1 |
| TOTALS - | | | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 3 |

Vehicle Volume Summary
City of Lincoln

LOCATION: 56th and London Rd
DAY/DATE: Friday November 4, 2011
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

TSC: 0

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | TRUCKS FROM THE | | | |
|----------------|----------------|-------------|-----|----------------|-------------|----|---------------|--------|----|---------------|--------|----|-----------------|-------|------|------|
| | ON: | 56th Street | | ON: | 56th Street | | ON: | London | | ON: | London | | NORTH | SOUTH | EAST | WEST |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | | | | |
| 7:00 to 7:15 | 0 | 57 | 1 | 2 | 134 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 1 | 0 | 0 |
| 7:15 to 7:30 | 0 | 91 | 5 | 1 | 211 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 1 | 2 | 0 | 0 |
| 7:30 to 7:45 | 0 | 93 | 8 | 2 | 242 | 0 | 0 | 0 | 0 | 9 | 0 | 2 | 1 | 2 | 0 | 0 |
| 7:45 to 8:00 | 0 | 130 | 5 | 3 | 210 | 0 | 0 | 0 | 0 | 13 | 0 | 5 | 2 | 1 | 0 | 0 |
| 8:00 to 8:15 | 0 | 126 | 6 | 2 | 183 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 4 | 1 | 0 | 0 |
| 8:15 to 8:30 | 0 | 89 | 6 | 0 | 142 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 1 | 2 | 0 | 1 |
| 8:30 to 8:45 | 0 | 89 | 12 | 0 | 148 | 0 | 0 | 0 | 0 | 7 | 0 | 4 | 4 | 4 | 0 | 0 |
| 8:45 to 9:00 | 0 | 93 | 4 | 1 | 149 | 0 | 0 | 0 | 0 | 15 | 0 | 5 | 5 | 5 | 0 | 0 |
| TOTALS-- | 0 | 768 | 47 | 11 | 1419 | 0 | 0 | 0 | 0 | 78 | 0 | 26 | 18 | 18 | 0 | 1 |
| 11:00 to 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 to 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 to 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 to 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 to 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 to 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 to 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 to 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS-- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 to 16:15 | 0 | 187 | 11 | 1 | 172 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 3 | 1 | 0 | 0 |
| 16:15 to 16:30 | 0 | 207 | 13 | 3 | 130 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 1 | 0 | 1 |
| 16:30 to 16:45 | 0 | 183 | 17 | 6 | 156 | 2 | 0 | 0 | 0 | 4 | 0 | 3 | 2 | 1 | 0 | 1 |
| 16:45 to 17:00 | 0 | 201 | 13 | 8 | 149 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 0 | 1 | 0 | 0 |
| 17:00 to 17:15 | 0 | 238 | 12 | 2 | 174 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 2 | 0 | 0 | 0 |
| 17:15 to 17:30 | 0 | 206 | 13 | 7 | 204 | 0 | 0 | 0 | 0 | 9 | 0 | 4 | 1 | 2 | 0 | 0 |
| 17:30 to 17:45 | 0 | 220 | 13 | 1 | 168 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 1 | 0 | 0 |
| 17:45 to 18:00 | 0 | 200 | 12 | 5 | 164 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 4 | 2 | 0 | 0 |
| TOTALS-- | 0 | 1642 | 104 | 33 | 1317 | 2 | 0 | 0 | 0 | 49 | 0 | 24 | 15 | 9 | 0 | 2 |

RAW FIELD DATA

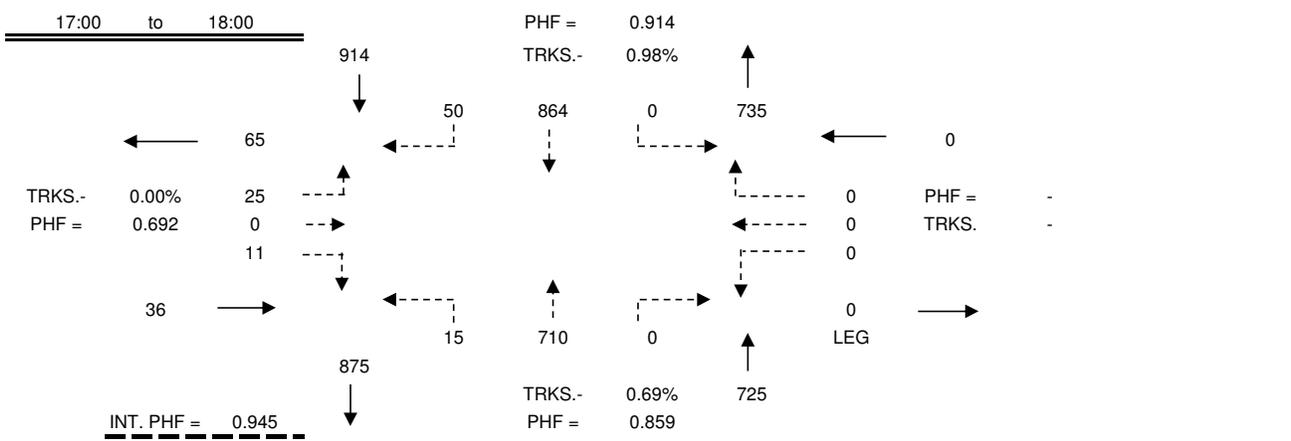
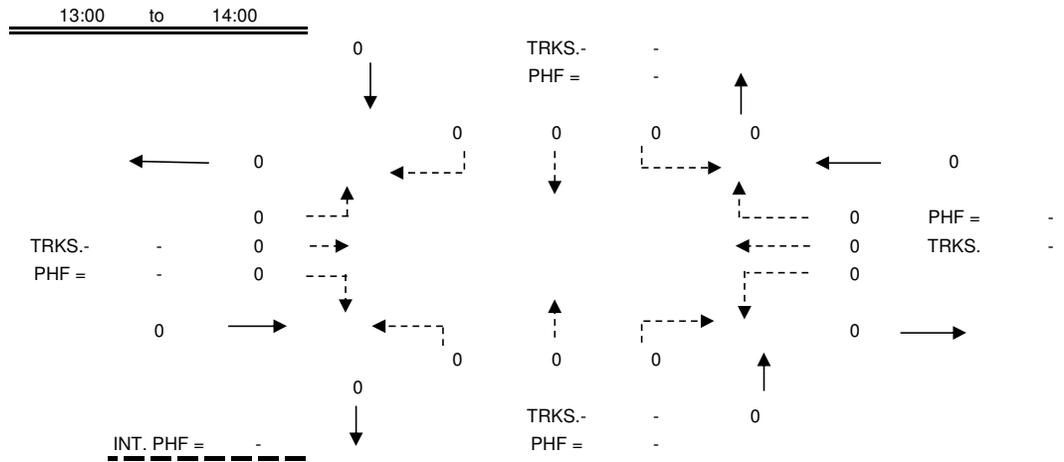
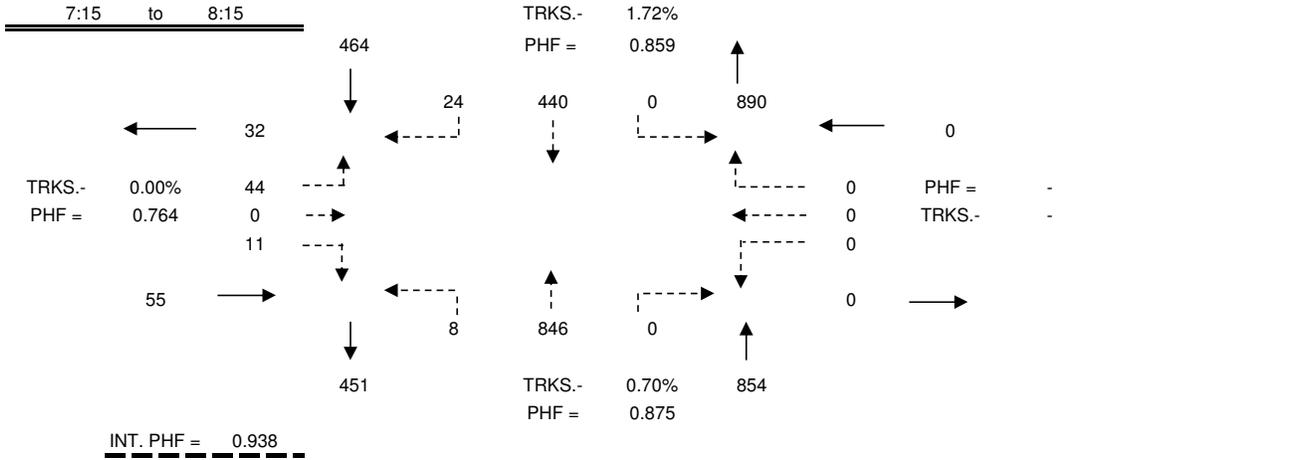
Vehicle Volume Summary
City of Lincoln

PEAK HOUR SUMMARY

TSC: 0

LOCATION: 56th and London Rd
DAY/DATE: Friday November 4, 2011
OBSERVER: Megan Starnier

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry



Vehicle Volume Summary
City of Lincoln

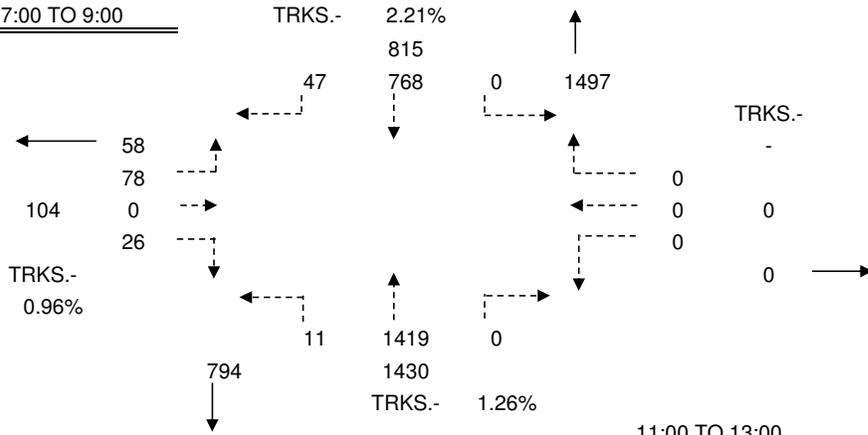
2 HOUR SUMMARY

TSC: 0

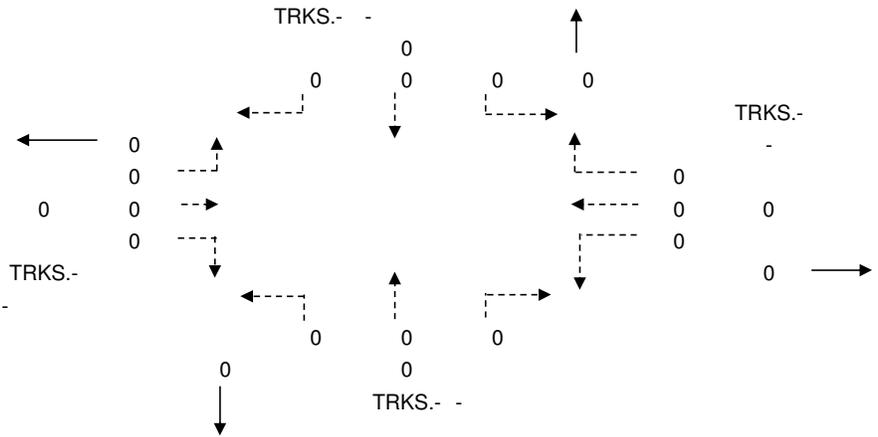
LOCATION: 56th and London Rd
DAY/DATE: Friday November 4, 2011
OBSERVER: Megan Starnier

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

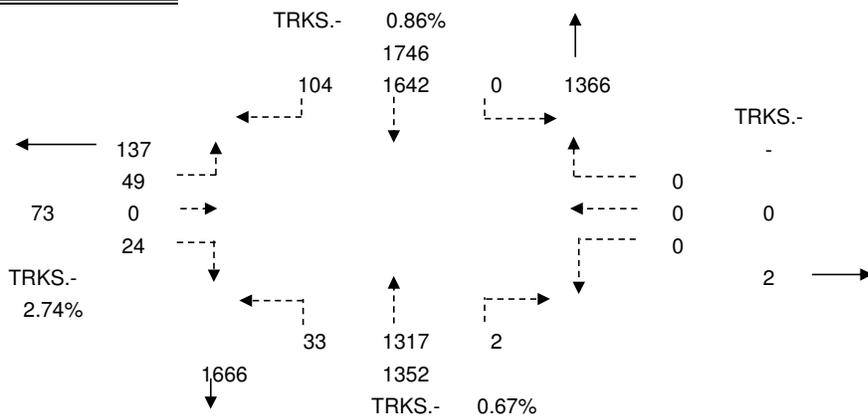
7:00 TO 9:00



11:00 TO 13:00



16:00 TO 18:00



Vehicle Volume Summary
City of Lincoln

TSC: 0

LOCATION: 56th and London Rd
DAY/DATE: Friday November 4, 2011
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | |
|--------------|----------------|-------------|----|----------------|-------------|----|---------------|--------|----|---------------|--------|----|
| | ON: | 56th Street | | ON: | 56th Street | | ON: | London | | ON: | London | |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT |
| 7:15 to 7:30 | 0 | 91 | 5 | 1 | 211 | 0 | 0 | 0 | 0 | 14 | 0 | 2 |
| 7:30 to 7:45 | 0 | 93 | 8 | 2 | 242 | 0 | 0 | 0 | 0 | 9 | 0 | 2 |
| 7:45 to 8:00 | 0 | 130 | 5 | 3 | 210 | 0 | 0 | 0 | 0 | 13 | 0 | 5 |
| 8:00 to 8:15 | 0 | 126 | 6 | 2 | 183 | 0 | 0 | 0 | 0 | 8 | 0 | 2 |

Movement Totals: 0 440 24 8 846 0 0 0 0 44 0 11
 Movement PHF: - 0.85 0.75 0.67 0.87 - - - - 0.79 - 0.55
 Approach Totals: 464 854 0 55
 Approach PHF: 0.8593 0.875 - 0.7639
 Approach % Trucks: 1.72% 0.70% - 0.00%
 Intersection PHF: 0.9378

| TIME | LT | THRU | RT |
|----------------|----|------|----|----|------|----|----|------|----|----|------|----|
| 13:00 to 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 to 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 to 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 to 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Movement Totals: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Movement PHF: - - - - - - - - - - - - -
 Approach Totals: 0 0 0
 Approach PHF: - - - -
 Approach % Trucks: - - - -
 Intersection PHF: -

| TIME | LT | THRU | RT |
|----------------|----|------|----|----|------|----|----|------|----|----|------|----|
| 17:00 to 17:15 | 0 | 238 | 12 | 2 | 174 | 0 | 0 | 0 | 0 | 5 | 0 | 4 |
| 17:15 to 17:30 | 0 | 206 | 13 | 7 | 204 | 0 | 0 | 0 | 0 | 9 | 0 | 4 |
| 17:30 to 17:45 | 0 | 220 | 13 | 1 | 168 | 0 | 0 | 0 | 0 | 3 | 0 | 1 |
| 17:45 to 18:00 | 0 | 200 | 12 | 5 | 164 | 0 | 0 | 0 | 0 | 8 | 0 | 2 |

Movement Totals: 0 864 50 15 710 0 0 0 0 25 0 11
 Movement PHF: - 0.91 0.96 0.54 0.87 - - - - 0.69 - 0.69
 Approach Totals: 914 725 0 36
 Approach PHF: 0.914 0.859 - 0.6923
 Approach % Trucks: 0.98% 0.69% - 0.00%
 Intersection PHF: 0.9453

Vehicle Volume Summary
City of Lincoln

LOCATION: 56th and London Rd
DAY/DATE: Friday November 4, 2011
OBSERVER: Megan Starner

TSC: 0
WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles | | | | | | | | | | | | |
|--------------------|----------------|-------------|----|----------------|-------------|----|---------------|--------|----|---------------|--------|----|----------------|-------|----|----|-------|---|---|---|---|----|-------|----|------|
| | ON: | 56th Street | RT | ON: | 56th Street | RT | ON: | London | RT | ON: | London | RT | | | | | | | | | | | | | |
| 6:00 | to | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 6:15 | to | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 6:30 | to | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 6:45 | to | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 7:00 | to | 7:15 | 0 | 57 | 1 | 2 | 134 | 0 | 0 | 0 | 6 | 0 | 3 | 203 | | | | | | | | | | | |
| 7:15 | to | 7:30 | 0 | 91 | 5 | 1 | 211 | 0 | 0 | 0 | 14 | 0 | 2 | 324 | | | | | | | | | | | |
| 7:30 | to | 7:45 | 0 | 93 | 8 | 2 | 242 | 0 | 0 | 0 | 9 | 0 | 2 | 356 | | | | | | | | | | | |
| 7:45 | to | 8:00 | 0 | 130 | 5 | 3 | 210 | 0 | 0 | 0 | 13 | 0 | 5 | 366 | | | | | | | | | | | |
| 8:00 | to | 8:15 | 0 | 126 | 6 | 2 | 183 | 0 | 0 | 0 | 8 | 0 | 2 | 327 | | | | | | | | | | | |
| 8:15 | to | 8:30 | 0 | 89 | 6 | 0 | 142 | 0 | 0 | 0 | 6 | 0 | 3 | 246 | | | | | | | | | | | |
| 8:30 | to | 8:45 | 0 | 89 | 12 | 0 | 148 | 0 | 0 | 0 | 7 | 0 | 4 | 260 | | | | | | | | | | | |
| 8:45 | to | 9:00 | 0 | 93 | 4 | 1 | 149 | 0 | 0 | 0 | 15 | 0 | 5 | 267 | | | | | | | | | | | |
| 9:00 | to | 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 9:15 | to | 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 9:30 | to | 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 9:45 | to | 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| Movement Totals | | | | | | | | | | | | | 0 | 768 | 47 | 11 | 1419 | 0 | 0 | 0 | 0 | 78 | 0 | 26 | 2349 |
| Approach Totals: | | | | | | | | | | | | | | 815 | | | 1430 | | | 0 | | | 104 | | |
| Approach % Trucks: | | | | | | | | | | | | | | 2.21% | | | 1.26% | | | - | | | 0.96% | | |

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles | | | | | | | | | | | | |
|--------------------|----------------|-------------|----|----------------|-------------|----|---------------|--------|----|---------------|--------|----|----------------|---|---|---|---|---|---|---|---|---|---|---|---|
| | ON: | 56th Street | RT | ON: | 56th Street | RT | ON: | London | RT | ON: | London | RT | | | | | | | | | | | | | |
| 10:00 | to | 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 10:15 | to | 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 10:30 | to | 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 10:45 | to | 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 11:00 | to | 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 11:15 | to | 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 11:30 | to | 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 11:45 | to | 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 12:00 | to | 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 12:15 | to | 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 12:30 | to | 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 12:45 | to | 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 13:00 | to | 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 13:15 | to | 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 13:30 | to | 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 13:45 | to | 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| Movement Totals | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Totals: | | | | | | | | | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| Approach % Trucks: | | | | | | | | | | | | | | - | | | - | | | - | | | - | | |

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles | | | | | | | | | | | | |
|------------------------|----------------|-------------|----|----------------|-------------|----|---------------|--------|----|---------------|--------|----|----------------|--------------------|-----|----|-------|--------------------|---|---|-----|----|-------|----|------|
| | ON: | 56th Street | RT | ON: | 56th Street | RT | ON: | London | RT | ON: | London | RT | | | | | | | | | | | | | |
| 14:00 | to | 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 14:15 | to | 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 14:30 | to | 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 14:45 | to | 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 15:00 | to | 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 15:15 | to | 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 15:30 | to | 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 15:45 | to | 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | |
| 16:00 | to | 16:15 | 0 | 187 | 11 | 1 | 172 | 0 | 0 | 0 | 5 | 0 | 3 | 379 | | | | | | | | | | | |
| 16:15 | to | 16:30 | 0 | 207 | 13 | 3 | 130 | 0 | 0 | 0 | 5 | 0 | 1 | 359 | | | | | | | | | | | |
| 16:30 | to | 16:45 | 0 | 183 | 17 | 6 | 156 | 2 | 0 | 0 | 4 | 0 | 3 | 371 | | | | | | | | | | | |
| 16:45 | to | 17:00 | 0 | 201 | 13 | 8 | 149 | 0 | 0 | 0 | 10 | 0 | 6 | 387 | | | | | | | | | | | |
| 17:00 | to | 17:15 | 0 | 238 | 12 | 2 | 174 | 0 | 0 | 0 | 5 | 0 | 4 | 435 | | | | | | | | | | | |
| 17:15 | to | 17:30 | 0 | 206 | 13 | 7 | 204 | 0 | 0 | 0 | 9 | 0 | 4 | 443 | | | | | | | | | | | |
| 17:30 | to | 17:45 | 0 | 220 | 13 | 1 | 168 | 0 | 0 | 0 | 3 | 0 | 1 | 406 | | | | | | | | | | | |
| 17:45 | to | 18:00 | 0 | 200 | 12 | 5 | 164 | 0 | 0 | 0 | 8 | 0 | 2 | 391 | | | | | | | | | | | |
| Movement Totals | | | | | | | | | | | | | 0 | 1642 | 104 | 33 | 1317 | 2 | 0 | 0 | 0 | 49 | 0 | 24 | 3171 |
| Approach Totals: | | | | | | | | | | | | | | 1746 | | | 1352 | | | 0 | | | 73 | | |
| Approach % Trucks: | | | | | | | | | | | | | | 0.86% | | | 0.67% | | | - | | | 2.74% | | |
| 6 Hr. Approach Totals: | | | | | | | | | | | | | | 2561 | | | 2782 | | | 0 | | | 177 | | |
| Vol. Ratio Max/Min | | | | | | | | | | | | | 30.186 | N-S Approach Total | | | 5343 | E-W Approach Total | | | 177 | | | | |

CITY OF LINCOLN - PEDESTRIAN AND BICYCLE VOLUME STUDY

TSC: 0

LOCATION: 56th and London Rd
 DAY/DATE: Friday November 4, 2011
 OBSERVER: Megan Starner

WEATHER: Sunny
 TEMPERATURE: 40*
 ROAD CONDITION: Dry

| TIME | PEDESTRIANS CROSSING IN THE | | | | | TOTAL PEDS | BICYCLES FROM THE | | | | | TOTAL BIKES |
|----------------|-----------------------------|-----------------|----------------|----------------|-------|------------|-------------------|----------|---------|---------|-------|-------------|
| | NORTH CROSSWALK | SOUTH CROSSWALK | EAST CROSSWALK | WEST CROSSWALK | TOTAL | | NORTH SB | SOUTH NB | EAST WB | WEST EB | TOTAL | |
| 6:00 to 6:15 | | | | | 0 | | | | | | 0 | |
| 6:15 to 6:30 | | | | | 0 | | | | | | 0 | |
| 6:30 to 6:45 | | | | | 0 | | | | | | 0 | |
| 6:45 to 7:00 | | | | | 0 | | | | | | 0 | |
| 7:00 to 7:15 | | | | | 0 | | | | | | 0 | |
| 7:15 to 7:30 | | | | | 0 | | | | | | 0 | |
| 7:30 to 7:45 | | | | | 0 | | | | | | 0 | |
| 7:45 to 8:00 | | | | | 0 | | | | | | 0 | |
| 8:00 to 8:15 | | | | | 0 | | | | | | 0 | |
| 8:15 to 8:30 | | | | | 0 | | | | | | 0 | |
| 8:30 to 8:45 | | | | | 0 | | | | | | 0 | |
| 8:45 to 9:00 | | 1 | | | 1 | | | | | | 0 | |
| 9:00 to 9:15 | | | | | 0 | | | | | | 0 | |
| 9:15 to 9:30 | | | | | 0 | | | | | | 0 | |
| 9:30 to 9:45 | | | | | 0 | | | | | | 0 | |
| 9:45 to 10:00 | | | | | 0 | | | | | | 0 | |
| TOTALS - | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:00 to 10:15 | | | | | 0 | | | | | | 0 | |
| 10:15 to 10:30 | | | | | 0 | | | | | | 0 | |
| 10:30 to 10:45 | | | | | 0 | | | | | | 0 | |
| 10:45 to 11:00 | | | | | 0 | | | | | | 0 | |
| 11:00 to 11:15 | | | | | 0 | | | | | | 0 | |
| 11:15 to 11:30 | | | | | 0 | | | | | | 0 | |
| 11:30 to 11:45 | | | | | 0 | | | | | | 0 | |
| 11:45 to 12:00 | | | | | 0 | | | | | | 0 | |
| 12:00 to 12:15 | | | | | 0 | | | | | | 0 | |
| 12:15 to 12:30 | | | | | 0 | | | | | | 0 | |
| 12:30 to 12:45 | | | | | 0 | | | | | | 0 | |
| 12:45 to 13:00 | | | | | 0 | | | | | | 0 | |
| 13:00 to 13:15 | | | | | 0 | | | | | | 0 | |
| 13:15 to 13:30 | | | | | 0 | | | | | | 0 | |
| 13:30 to 13:45 | | | | | 0 | | | | | | 0 | |
| 13:45 to 14:00 | | | | | 0 | | | | | | 0 | |
| TOTALS - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14:00 to 14:15 | | | | | 0 | | | | | | 0 | |
| 14:15 to 14:30 | | | | | 0 | | | | | | 0 | |
| 14:30 to 14:45 | | | | | 0 | | | | | | 0 | |
| 14:45 to 15:00 | | | | | 0 | | | | | | 0 | |
| 15:00 to 15:15 | | | | | 0 | | | | | | 0 | |
| 15:15 to 15:30 | | | | | 0 | | | | | | 0 | |
| 15:30 to 15:45 | | | | | 0 | | | | | | 0 | |
| 15:45 to 16:00 | | | | | 0 | | | | | | 0 | |
| 16:00 to 16:15 | | | | | 0 | 1 | 1 | | | | 2 | |
| 16:15 to 16:30 | | | | | 0 | | | | | | 0 | |
| 16:30 to 16:45 | | | | | 0 | | | | | | 0 | |
| 16:45 to 17:00 | | | | | 0 | | | | | | 0 | |
| 17:00 to 17:15 | | | | | 0 | | | | | | 0 | |
| 17:15 to 17:30 | | | | | 0 | | | | | | 0 | |
| 17:30 to 17:45 | | | | | 0 | | | | | | 0 | |
| 17:45 to 18:00 | | | | | 0 | | | | | | 0 | |
| TOTALS - | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | |

Vehicle Volume Summary
City of Lincoln

LOCATION: 56th and Waltz
DAY/DATE: Wednesday Nov. 2, 2011
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

TSC: 0

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | TRUCKS FROM THE | | | |
|-----------------|----------------|-------------|------------|----------------|-------------|-----------|---------------|----------|------------|---------------|----------|-----------|-----------------|-----------|----------|----------|
| | ON: | 56th Street | | ON: | 56th Street | | ON: | Waltz | | ON: | Waltz | | NORTH | SOUTH | EAST | WEST |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | | | | |
| 7:00 to 7:15 | 10 | 51 | 11 | 1 | 167 | 7 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 1 | 0 | 0 |
| 7:15 to 7:30 | 17 | 90 | 8 | 3 | 205 | 4 | 3 | 0 | 3 | 2 | 0 | 0 | 3 | 1 | 1 | 0 |
| 7:30 to 7:45 | 18 | 94 | 10 | 2 | 224 | 4 | 0 | 0 | 10 | 4 | 0 | 5 | 2 | 0 | 0 | 0 |
| 7:45 to 8:00 | 23 | 130 | 20 | 5 | 217 | 6 | 3 | 0 | 9 | 7 | 0 | 12 | 2 | 1 | 1 | 0 |
| 8:00 to 8:15 | 36 | 107 | 16 | 6 | 161 | 6 | 1 | 0 | 10 | 7 | 0 | 6 | 2 | 2 | 0 | 1 |
| 8:15 to 8:30 | 17 | 98 | 7 | 6 | 161 | 10 | 3 | 0 | 6 | 6 | 0 | 3 | 1 | 3 | 0 | 0 |
| 8:30 to 8:45 | 16 | 85 | 10 | 7 | 146 | 6 | 5 | 0 | 15 | 8 | 0 | 2 | 2 | 2 | 2 | 0 |
| 8:45 to 9:00 | 15 | 99 | 17 | 4 | 145 | 5 | 5 | 0 | 10 | 5 | 0 | 3 | 4 | 3 | 0 | 1 |
| TOTALS-- | 152 | 754 | 99 | 34 | 1426 | 48 | 20 | 0 | 66 | 44 | 0 | 32 | 16 | 13 | 4 | 2 |
| 11:00 to 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 to 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 to 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 to 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 to 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 to 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 to 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 to 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS-- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 to 16:15 | 13 | 161 | 17 | 6 | 148 | 2 | 1 | 0 | 19 | 13 | 0 | 6 | 6 | 7 | 1 | 0 |
| 16:15 to 16:30 | 5 | 163 | 23 | 4 | 124 | 2 | 1 | 0 | 12 | 19 | 0 | 12 | 3 | 3 | 1 | 0 |
| 16:30 to 16:45 | 9 | 186 | 18 | 8 | 145 | 3 | 4 | 0 | 20 | 21 | 0 | 11 | 4 | 4 | 0 | 1 |
| 16:45 to 17:00 | 13 | 186 | 25 | 6 | 124 | 2 | 3 | 0 | 23 | 21 | 0 | 6 | 1 | 1 | 0 | 0 |
| 17:00 to 17:15 | 10 | 199 | 13 | 4 | 156 | 1 | 9 | 0 | 44 | 16 | 0 | 17 | 1 | 1 | 0 | 0 |
| 17:15 to 17:30 | 8 | 209 | 11 | 5 | 147 | 5 | 8 | 0 | 15 | 16 | 0 | 15 | 2 | 1 | 0 | 0 |
| 17:30 to 17:45 | 5 | 215 | 19 | 3 | 155 | 2 | 1 | 1 | 13 | 12 | 0 | 8 | 3 | 1 | 1 | 0 |
| 17:45 to 18:00 | 2 | 183 | 10 | 2 | 136 | 0 | 3 | 0 | 8 | 13 | 0 | 8 | 0 | 0 | 1 | 1 |
| TOTALS-- | 65 | 1502 | 136 | 38 | 1135 | 17 | 30 | 1 | 154 | 131 | 0 | 83 | 20 | 18 | 4 | 2 |

RAW FIELD DATA

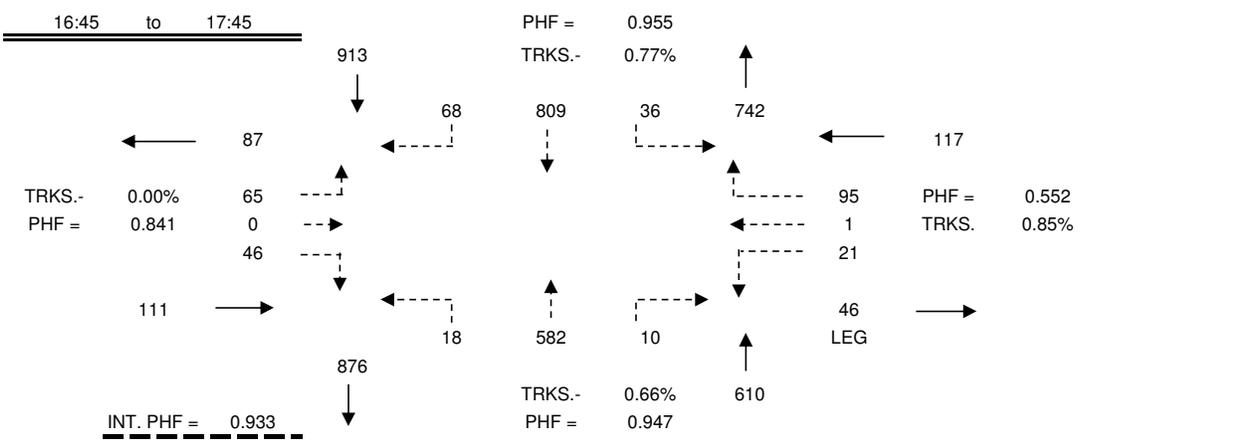
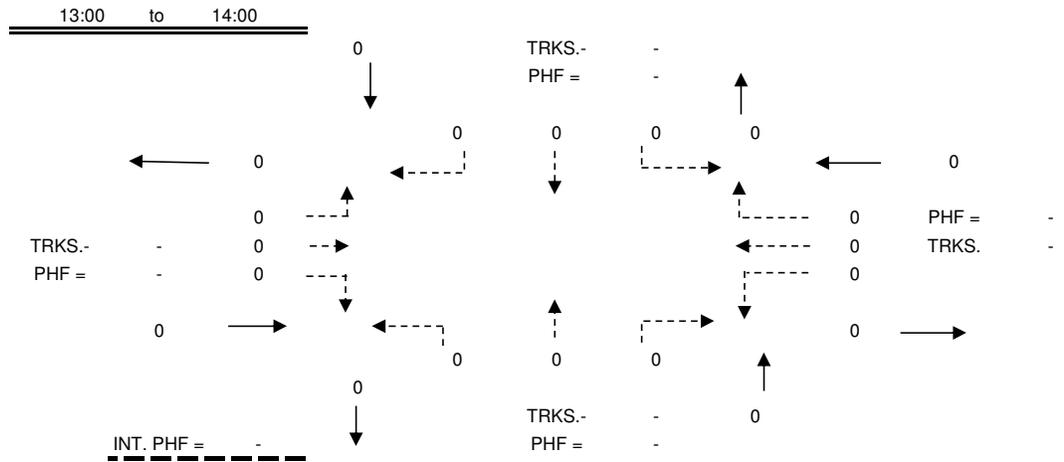
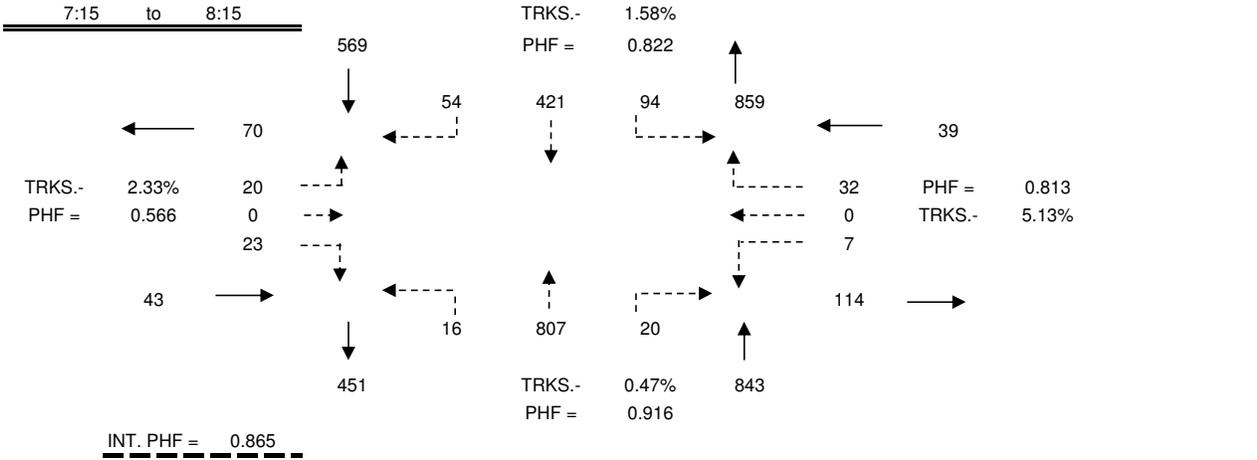
Vehicle Volume Summary
City of Lincoln

PEAK HOUR SUMMARY

TSC: 0

LOCATION: 56th and Waltz
DAY/DATE: Wednesday Nov. 2, 2011
OBSERVER: Megan Starnier

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry



Vehicle Volume Summary
City of Lincoln

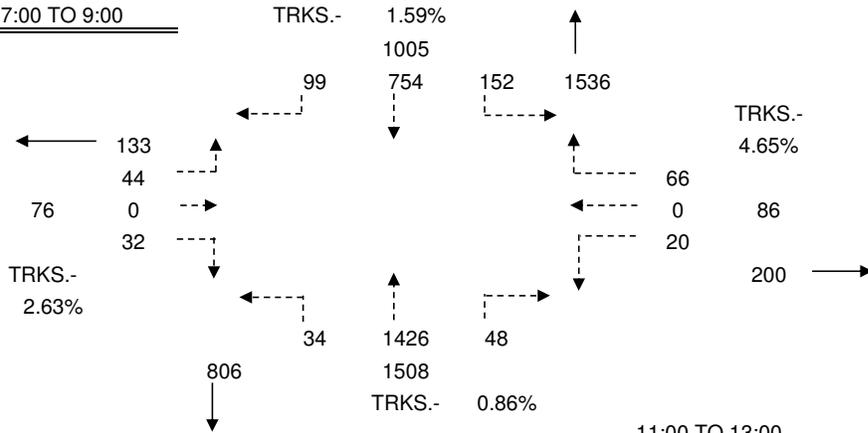
2 HOUR SUMMARY

TSC: 0

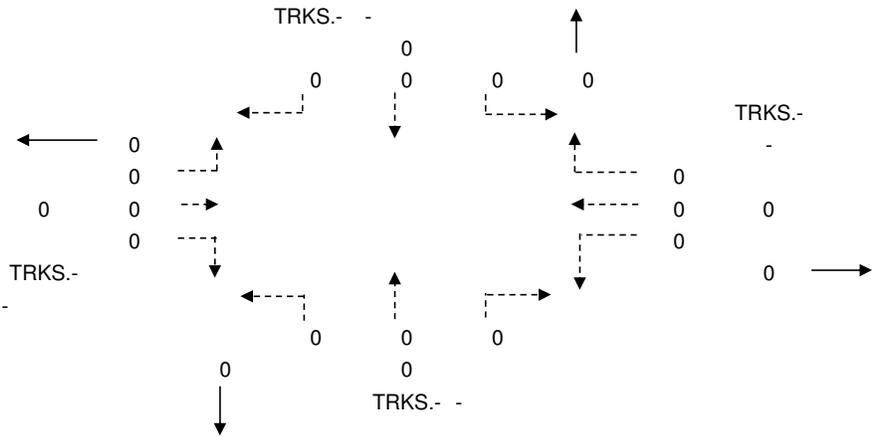
LOCATION: 56th and Waltz
DAY/DATE: Wednesday Nov. 2, 2011
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

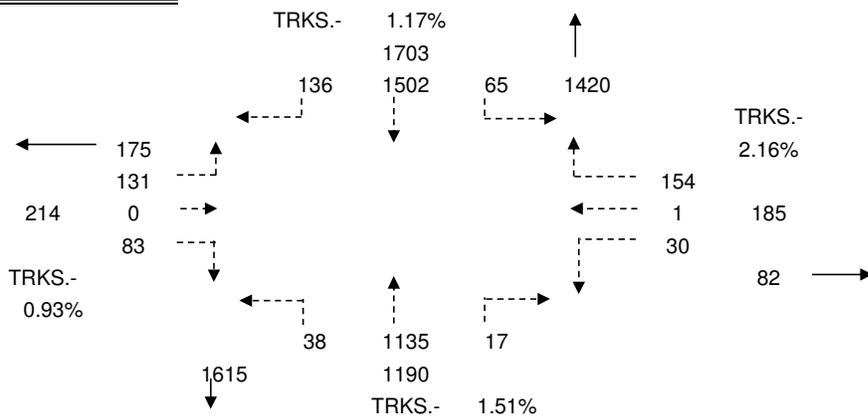
7:00 TO 9:00



11:00 TO 13:00



16:00 TO 18:00



Vehicle Volume Summary
City of Lincoln

LOCATION: 56th and Waltz
DAY/DATE: Wednesday Nov. 2, 2011
OBSERVER: Megan Starner

TSC: 0
WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles | | |
|--------------------|----------------|-------------|-------|----------------|-------------|-------|---------------|-------|-------|---------------|-------|-------|----------------|-----|------|
| | ON: | 56th Street | RT | ON: | 56th Street | RT | ON: | Waltz | RT | ON: | Waltz | RT | | | |
| 6:00 | to | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:15 | to | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:30 | to | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45 | to | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 | to | 7:15 | 10 | 51 | 11 | 1 | 167 | 7 | 0 | 3 | 5 | 1 | 1 | 256 | |
| 7:15 | to | 7:30 | 17 | 90 | 8 | 3 | 205 | 4 | 3 | 0 | 3 | 2 | 0 | 335 | |
| 7:30 | to | 7:45 | 18 | 94 | 10 | 2 | 224 | 4 | 0 | 10 | 4 | 0 | 5 | 371 | |
| 7:45 | to | 8:00 | 23 | 130 | 20 | 5 | 217 | 6 | 3 | 9 | 7 | 0 | 12 | 432 | |
| 8:00 | to | 8:15 | 36 | 107 | 16 | 6 | 161 | 6 | 1 | 10 | 7 | 0 | 6 | 356 | |
| 8:15 | to | 8:30 | 17 | 98 | 7 | 6 | 161 | 10 | 3 | 6 | 6 | 0 | 3 | 317 | |
| 8:30 | to | 8:45 | 16 | 85 | 10 | 7 | 146 | 6 | 5 | 15 | 8 | 0 | 2 | 300 | |
| 8:45 | to | 9:00 | 15 | 99 | 17 | 4 | 145 | 5 | 5 | 10 | 5 | 0 | 3 | 308 | |
| 9:00 | to | 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 | to | 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:30 | to | 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 | to | 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Movement Totals | | | 152 | 754 | 99 | 34 | 1426 | 48 | 20 | 0 | 66 | 44 | 0 | 32 | 2675 |
| Approach Totals: | | | 1005 | | | 1508 | | | 86 | | | 76 | | | |
| Approach % Trucks: | | | 1.59% | | | 0.86% | | | 4.65% | | | 2.63% | | | |

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles | | |
|--------------------|----------------|-------------|----|----------------|-------------|----|---------------|-------|----|---------------|-------|----|----------------|---|---|
| | ON: | 56th Street | RT | ON: | 56th Street | RT | ON: | Waltz | RT | ON: | Waltz | RT | | | |
| 10:00 | to | 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 | to | 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 | to | 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 | to | 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 | to | 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 | to | 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 | to | 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 | to | 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 | to | 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 | to | 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 | to | 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 | to | 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13:00 | to | 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13:15 | to | 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13:30 | to | 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13:45 | to | 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Movement Totals | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Totals: | | | 0 | | | 0 | | | 0 | | | 0 | | | |
| Approach % Trucks: | | | - | | | - | | | - | | | - | | | |

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles | | |
|------------------------|----------------|-------------|-------|----------------|-------------|-------|---------------|-------|-------|---------------|-------|-------|----------------|----|------|
| | ON: | 56th Street | RT | ON: | 56th Street | RT | ON: | Waltz | RT | ON: | Waltz | RT | | | |
| 14:00 | to | 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14:15 | to | 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14:30 | to | 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14:45 | to | 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:00 | to | 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:15 | to | 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:30 | to | 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 15:45 | to | 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 16:00 | to | 16:15 | 13 | 161 | 17 | 6 | 148 | 2 | 1 | 0 | 19 | 13 | 0 | 6 | 386 |
| 16:15 | to | 16:30 | 5 | 163 | 23 | 4 | 124 | 2 | 1 | 0 | 12 | 19 | 0 | 12 | 365 |
| 16:30 | to | 16:45 | 9 | 186 | 18 | 8 | 145 | 3 | 4 | 0 | 20 | 21 | 0 | 11 | 425 |
| 16:45 | to | 17:00 | 13 | 186 | 25 | 6 | 124 | 2 | 3 | 0 | 23 | 21 | 0 | 6 | 409 |
| 17:00 | to | 17:15 | 10 | 199 | 13 | 4 | 156 | 1 | 9 | 0 | 44 | 16 | 0 | 17 | 469 |
| 17:15 | to | 17:30 | 8 | 209 | 11 | 5 | 147 | 5 | 8 | 0 | 15 | 16 | 0 | 15 | 439 |
| 17:30 | to | 17:45 | 5 | 215 | 19 | 3 | 155 | 2 | 1 | 1 | 13 | 12 | 0 | 8 | 434 |
| 17:45 | to | 18:00 | 2 | 183 | 10 | 2 | 136 | 0 | 3 | 0 | 8 | 13 | 0 | 8 | 365 |
| Movement Totals | | | 65 | 1502 | 136 | 38 | 1135 | 17 | 30 | 1 | 154 | 131 | 0 | 83 | 3292 |
| Approach Totals: | | | 1703 | | | 1190 | | | 185 | | | 214 | | | |
| Approach % Trucks: | | | 1.17% | | | 1.51% | | | 2.16% | | | 0.93% | | | |
| 6 Hr. Approach Totals: | | | 2708 | | | 2698 | | | 271 | | | 290 | | | |

Vol. Ratio Max/Min 9.636 N-S Approach Total 5406 E-W Approach Total 561

Vehicle Volume Summary
City of Lincoln

LOCATION: 56th and Old Cheney
DAY/DATE: Wednesday Nov., 2011
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

TSC: 0

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | TRUCKS FROM THE | | | |
|----------------|----------------|-------------|-----|----------------|-------------|-----|---------------|------------|-----|---------------|------------|-----|-----------------|-------|------|------|
| | ON: | 56th Street | | ON: | 56th Street | | ON: | Old Cheney | | ON: | Old Cheney | | NORTH | SOUTH | EAST | WEST |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | | | | |
| 7:00 to 7:15 | 10 | 61 | 35 | 13 | 126 | 19 | 26 | 95 | 8 | 25 | 97 | 10 | 1 | 2 | 3 | 4 |
| 7:15 to 7:30 | 13 | 97 | 54 | 19 | 180 | 27 | 19 | 114 | 6 | 53 | 127 | 12 | 4 | 1 | 0 | 0 |
| 7:30 to 7:45 | 10 | 103 | 73 | 19 | 202 | 33 | 35 | 175 | 24 | 78 | 165 | 12 | 2 | 1 | 3 | 1 |
| 7:45 to 8:00 | 29 | 140 | 69 | 26 | 158 | 38 | 46 | 183 | 16 | 55 | 165 | 27 | 1 | 1 | 3 | 5 |
| 8:00 to 8:15 | 25 | 97 | 45 | 15 | 119 | 52 | 36 | 124 | 18 | 47 | 147 | 19 | 6 | 6 | 3 | 2 |
| 8:15 to 8:30 | 23 | 64 | 49 | 26 | 125 | 52 | 37 | 104 | 12 | 30 | 105 | 24 | 1 | 9 | 3 | 4 |
| 8:30 to 8:45 | 15 | 78 | 36 | 18 | 122 | 32 | 31 | 92 | 12 | 31 | 103 | 9 | 4 | 12 | 7 | 2 |
| 8:45 to 9:00 | 19 | 69 | 36 | 17 | 111 | 32 | 30 | 110 | 13 | 25 | 111 | 20 | 8 | 3 | 9 | 3 |
| TOTALS-- | 144 | 709 | 397 | 153 | 1143 | 285 | 260 | 997 | 109 | 344 | 1020 | 133 | 27 | 35 | 31 | 21 |
| 11:00 to 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 to 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 to 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 to 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 to 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 to 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 to 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 to 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS-- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 to 16:15 | 15 | 122 | 71 | 25 | 114 | 28 | 48 | 157 | 21 | 52 | 148 | 21 | 2 | 0 | 2 | 2 |
| 16:15 to 16:30 | 29 | 159 | 78 | 20 | 145 | 35 | 55 | 165 | 18 | 48 | 153 | 30 | 2 | 1 | 1 | 4 |
| 16:30 to 16:45 | 21 | 153 | 94 | 21 | 140 | 41 | 58 | 198 | 22 | 69 | 185 | 28 | 4 | 1 | 1 | 1 |
| 16:45 to 17:00 | 19 | 165 | 98 | 19 | 146 | 41 | 54 | 209 | 24 | 70 | 165 | 17 | 4 | 3 | 2 | 2 |
| 17:00 to 17:15 | 8 | 165 | 93 | 28 | 147 | 41 | 67 | 231 | 27 | 81 | 196 | 27 | 0 | 3 | 3 | 3 |
| 17:15 to 17:30 | 21 | 182 | 88 | 25 | 148 | 47 | 62 | 169 | 17 | 63 | 192 | 21 | 1 | 3 | 0 | 3 |
| 17:30 to 17:45 | 19 | 149 | 83 | 17 | 122 | 37 | 59 | 178 | 27 | 58 | 167 | 17 | 0 | 0 | 3 | 0 |
| 17:45 to 18:00 | 15 | 144 | 82 | 30 | 121 | 31 | 47 | 144 | 25 | 62 | 108 | 14 | 2 | 2 | 1 | 1 |
| TOTALS-- | 147 | 1239 | 687 | 185 | 1083 | 301 | 450 | 1451 | 181 | 503 | 1314 | 175 | 15 | 13 | 13 | 16 |

RAW FIELD DATA

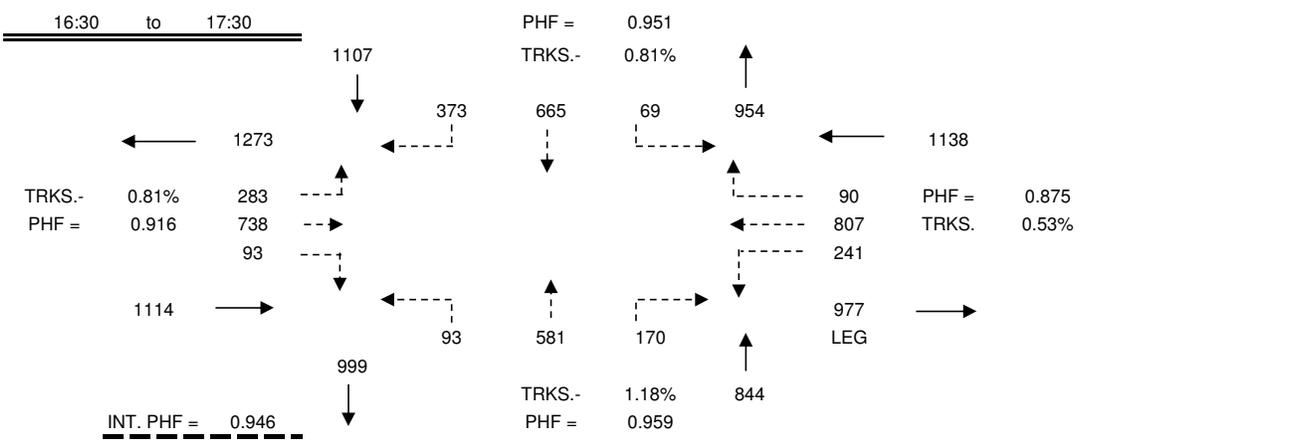
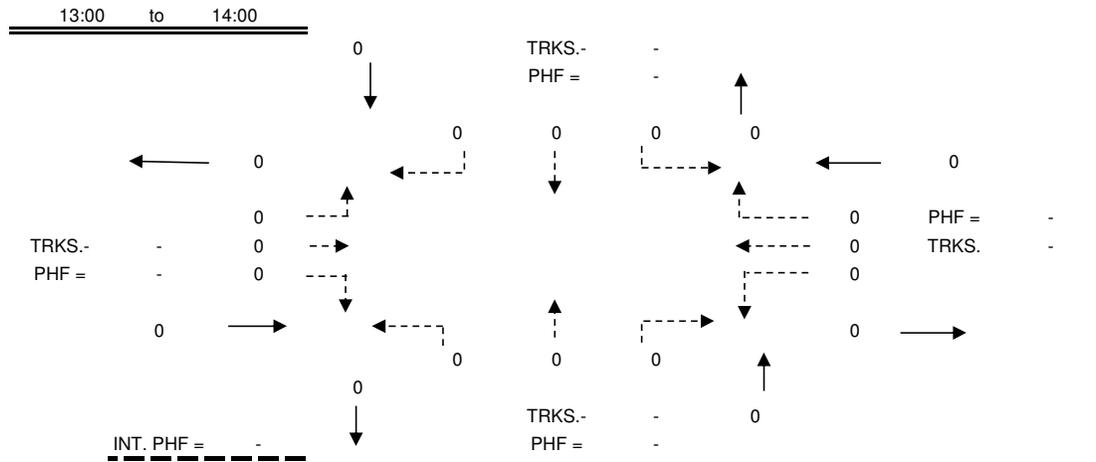
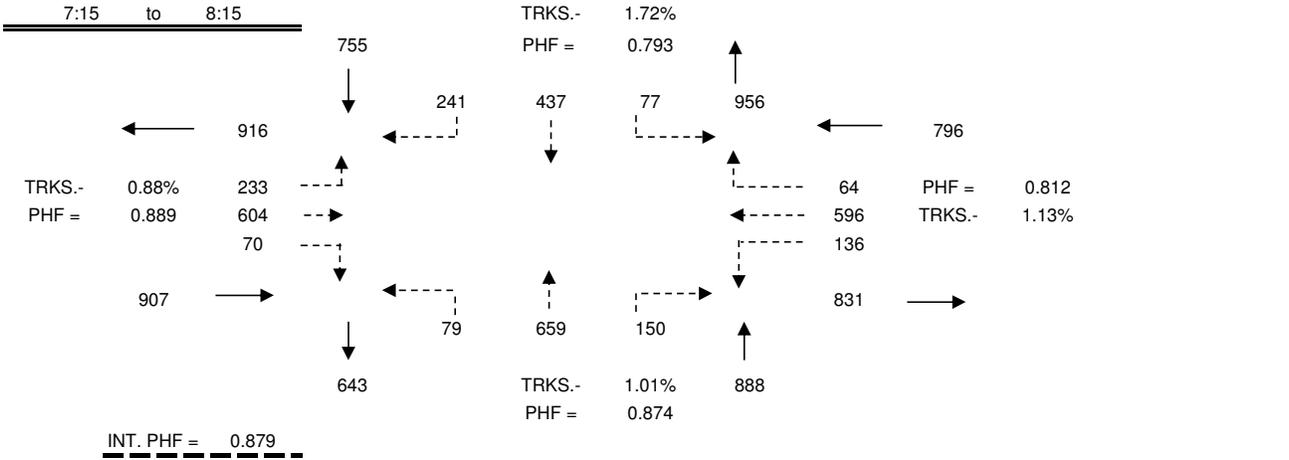
Vehicle Volume Summary
City of Lincoln

PEAK HOUR SUMMARY

TSC: 0

LOCATION: 56th and Old Cheney
DAY/DATE: Wednesday Nov., 2011
OBSERVER: Megan Starnier

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry



Vehicle Volume Summary
City of Lincoln

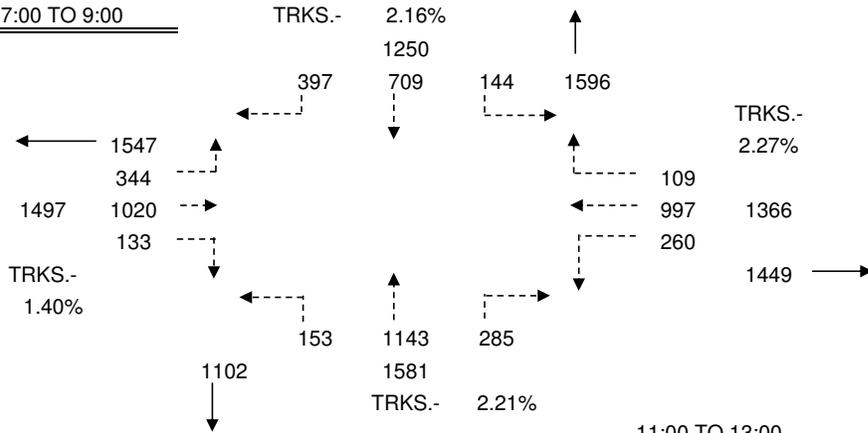
2 HOUR SUMMARY

TSC: 0

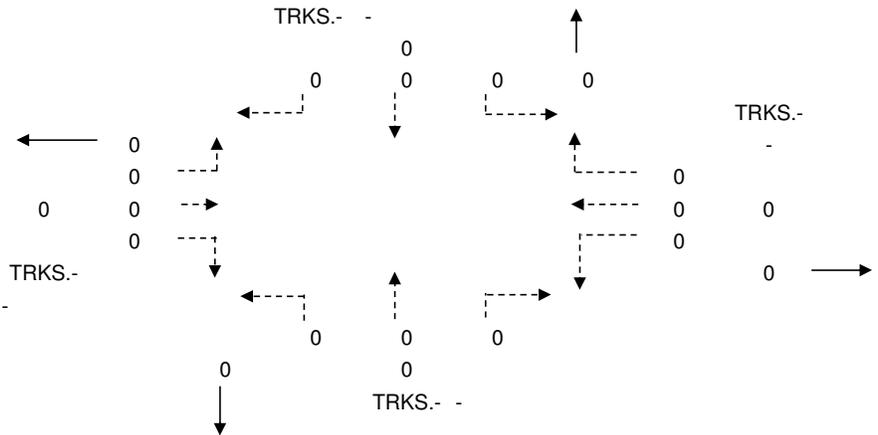
LOCATION: 56th and Old Cheney
DAY/DATE: Wednesday Nov., 2011
OBSERVER: Megan Starnier

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

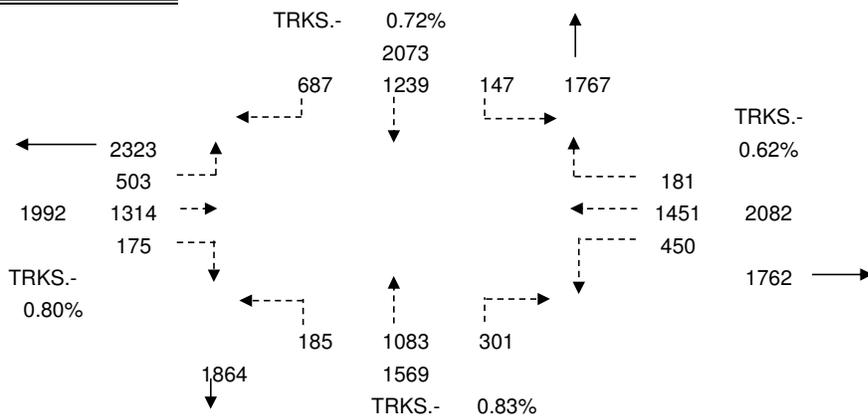
7:00 TO 9:00



11:00 TO 13:00



16:00 TO 18:00



Vehicle Volume Summary
City of Lincoln

TSC: 0

LOCATION: 56th and Old Cheney
DAY/DATE: Wednesday Nov., 2011
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | |
|--------------|----------------|-------------|----|----------------|-------------|----|---------------|------------|----|---------------|------------|----|
| | ON: | 56th Street | | ON: | 56th Street | | ON: | Old Cheney | | ON: | Old Cheney | |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT |
| 7:15 to 7:30 | 13 | 97 | 54 | 19 | 180 | 27 | 19 | 114 | 6 | 53 | 127 | 12 |
| 7:30 to 7:45 | 10 | 103 | 73 | 19 | 202 | 33 | 35 | 175 | 24 | 78 | 165 | 12 |
| 7:45 to 8:00 | 29 | 140 | 69 | 26 | 158 | 38 | 46 | 183 | 16 | 55 | 165 | 27 |
| 8:00 to 8:15 | 25 | 97 | 45 | 15 | 119 | 52 | 36 | 124 | 18 | 47 | 147 | 19 |

| | | | | | | | | | | | | |
|--------------------|--------|--------|------|------|-------|------|------|--------|------|------|--------|------|
| Movement Totals | 77 | 437 | 241 | 79 | 659 | 150 | 136 | 596 | 64 | 233 | 604 | 70 |
| Movement PHF: | 0.66 | 0.78 | 0.83 | 0.76 | 0.82 | 0.72 | 0.74 | 0.81 | 0.67 | 0.75 | 0.92 | 0.65 |
| Approach Totals: | | 755 | | | 888 | | | 796 | | | 907 | |
| Approach PHF: | | 0.7931 | | | 0.874 | | | 0.8122 | | | 0.8892 | |
| Approach % Trucks: | | 1.72% | | | 1.01% | | | 1.13% | | | 0.88% | |
| Intersection PHF: | 0.8787 | | | | | | | | | | | |

| TIME | LT | THRU | RT |
|----------------|----|------|----|----|------|----|----|------|----|----|------|----|
| 13:00 to 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 to 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 to 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 to 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | |
|--------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Movement PHF: | - | - | - | - | - | - | - | - | - | - | - | - |
| Approach Totals: | | 0 | | | 0 | | | 0 | | | 0 | |
| Approach PHF: | | - | | | - | | | - | | | - | |
| Approach % Trucks: | | - | | | - | | | - | | | - | |
| Intersection PHF: | - | | | | | | | | | | | |

| TIME | LT | THRU | RT |
|----------------|----|------|----|----|------|----|----|------|----|----|------|----|
| 16:30 to 16:45 | 21 | 153 | 94 | 21 | 140 | 41 | 58 | 198 | 22 | 69 | 185 | 28 |
| 16:45 to 17:00 | 19 | 165 | 98 | 19 | 146 | 41 | 54 | 209 | 24 | 70 | 165 | 17 |
| 17:00 to 17:15 | 8 | 165 | 93 | 28 | 147 | 41 | 67 | 231 | 27 | 81 | 196 | 27 |
| 17:15 to 17:30 | 21 | 182 | 88 | 25 | 148 | 47 | 62 | 169 | 17 | 63 | 192 | 21 |

| | | | | | | | | | | | | |
|--------------------|--------|-------|------|------|--------|------|------|--------|------|------|--------|------|
| Movement Totals | 69 | 665 | 373 | 93 | 581 | 170 | 241 | 807 | 90 | 283 | 738 | 93 |
| Movement PHF: | 0.82 | 0.91 | 0.95 | 0.83 | 0.98 | 0.90 | 0.90 | 0.87 | 0.83 | 0.87 | 0.94 | 0.83 |
| Approach Totals: | | 1107 | | | 844 | | | 1138 | | | 1114 | |
| Approach PHF: | | 0.951 | | | 0.9591 | | | 0.8754 | | | 0.9161 | |
| Approach % Trucks: | | 0.81% | | | 1.18% | | | 0.53% | | | 0.81% | |
| Intersection PHF: | 0.9458 | | | | | | | | | | | |

Vehicle Volume Summary
City of Lincoln

LOCATION: 56th and Old Cheney
DAY/DATE: Wednesday Nov., 2011
OBSERVER: Megan Starner

TSC: 0
WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles | | |
|--------------------|----------------|-------------|-----|----------------|-------------|-----|---------------|------------|-----|---------------|------------|-----|----------------|-----|------|
| | ON: | 56th Street | RT | ON: | 56th Street | RT | ON: | Old Cheney | RT | ON: | Old Cheney | RT | | | |
| 6:00 | to | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:15 | to | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:30 | to | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45 | to | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 | to | 7:15 | 10 | 61 | 35 | 13 | 126 | 19 | 26 | 95 | 8 | 25 | 97 | 10 | 525 |
| 7:15 | to | 7:30 | 13 | 97 | 54 | 19 | 180 | 27 | 19 | 114 | 6 | 53 | 127 | 12 | 721 |
| 7:30 | to | 7:45 | 10 | 103 | 73 | 19 | 202 | 33 | 35 | 175 | 24 | 78 | 165 | 12 | 929 |
| 7:45 | to | 8:00 | 29 | 140 | 69 | 26 | 158 | 38 | 46 | 183 | 16 | 55 | 165 | 27 | 952 |
| 8:00 | to | 8:15 | 25 | 97 | 45 | 15 | 119 | 52 | 36 | 124 | 18 | 47 | 147 | 19 | 744 |
| 8:15 | to | 8:30 | 23 | 64 | 49 | 26 | 125 | 52 | 37 | 104 | 12 | 30 | 105 | 24 | 651 |
| 8:30 | to | 8:45 | 15 | 78 | 36 | 18 | 122 | 32 | 31 | 92 | 12 | 31 | 103 | 9 | 579 |
| 8:45 | to | 9:00 | 19 | 69 | 36 | 17 | 111 | 32 | 30 | 110 | 13 | 25 | 111 | 20 | 593 |
| 9:00 | to | 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | to | 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | to | 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | to | 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Movement Totals | | | 144 | 709 | 397 | 153 | 1143 | 285 | 260 | 997 | 109 | 344 | 1020 | 133 | 5694 |
| Approach Totals: | | | | 1250 | | | 1581 | | | 1366 | | | 1497 | | |
| Approach % Trucks: | | | | 2.16% | | | 2.21% | | | 2.27% | | | 1.40% | | |

| TIME | | | | | | | | | | | | | Total Vehicles | | |
|--------------------|----|-------|----|----|------|----|----|------|----|----|------|----|----------------|---|---|
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | | | |
| 10:00 | to | 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | to | 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | to | 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | to | 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | to | 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | to | 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | to | 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | to | 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | to | 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | to | 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | to | 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | to | 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | to | 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | to | 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | to | 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | to | 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Movement Totals | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Totals: | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| Approach % Trucks: | | | | - | | | - | | | - | | | - | | |

| TIME | | | | | | | | | | | | | Total Vehicles | | |
|------------------------|----|-------|-----|-------|------|-----|-------|------|-----|-------|------|-----|----------------|-----|------|
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | | | |
| 14:00 | to | 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | to | 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | to | 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | to | 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | to | 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | to | 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | to | 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | to | 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | to | 16:15 | 15 | 122 | 71 | 25 | 114 | 28 | 48 | 157 | 21 | 52 | 148 | 21 | 822 |
| 16:15 | to | 16:30 | 29 | 159 | 78 | 20 | 145 | 35 | 55 | 165 | 18 | 48 | 153 | 30 | 935 |
| 16:30 | to | 16:45 | 21 | 153 | 94 | 21 | 140 | 41 | 58 | 198 | 22 | 69 | 185 | 28 | 1030 |
| 16:45 | to | 17:00 | 19 | 165 | 98 | 19 | 146 | 41 | 54 | 209 | 24 | 70 | 165 | 17 | 1027 |
| 17:00 | to | 17:15 | 8 | 165 | 93 | 28 | 147 | 41 | 67 | 231 | 27 | 81 | 196 | 27 | 1111 |
| 17:15 | to | 17:30 | 21 | 182 | 88 | 25 | 148 | 47 | 62 | 169 | 17 | 63 | 192 | 21 | 1035 |
| 17:30 | to | 17:45 | 19 | 149 | 83 | 17 | 122 | 37 | 59 | 178 | 27 | 58 | 167 | 17 | 933 |
| 17:45 | to | 18:00 | 15 | 144 | 82 | 30 | 121 | 31 | 47 | 144 | 25 | 62 | 108 | 14 | 823 |
| Movement Totals | | | 147 | 1239 | 687 | 185 | 1083 | 301 | 450 | 1451 | 181 | 503 | 1314 | 175 | 7716 |
| Approach Totals: | | | | 2073 | | | 1569 | | | 2082 | | | 1992 | | |
| Approach % Trucks: | | | | 0.72% | | | 0.83% | | | 0.62% | | | 0.80% | | |
| 6 Hr. Approach Totals: | | | | 3323 | | | 3150 | | | 3448 | | | 3489 | | |

Vol. Ratio Max/Min 1.072 N-S Approach Total 6473 E-W Approach Total 6937

CITY OF LINCOLN - PEDESTRIAN AND BICYCLE VOLUME STUDY

TSC: 0

LOCATION: 56th and Old Cheney
 DAY/DATE: Wednesday Nov., 2011
 OBSERVER: Megan Starner

WEATHER: Sunny
 TEMPERATURE: 40*
 ROAD CONDITION: Dry

| TIME | PEDESTRIANS CROSSING IN THE | | | | | TOTAL PEDS | BICYCLES FROM THE | | | | TOTAL BIKES | |
|----------|-----------------------------|--------------------|-------------------|-------------------|-------|---------------|-------------------|-------------|------------|------------|----------------|---|
| | NORTH CROSSWALK | SOUTH CROSSWALK | EAST CROSSWALK | WEST CROSSWALK | TOTAL | | NORTH SB | SOUTH NB | EAST WB | WEST EB | | |
| 7:00 | to | 7:15 | | | | 0 | | | | | 0 | |
| 7:15 | to | 7:30 | | | | 0 | | 1 | | | 1 | |
| 7:30 | to | 7:45 | | 1 | | 1 | | | 1 | 1 | 2 | |
| 7:45 | to | 8:00 | | | | 0 | | | | | 0 | |
| 8:00 | to | 8:15 | 1 | | | 1 | | | | | 0 | |
| 8:15 | to | 8:30 | | | | 0 | | 1 | | | 1 | |
| 8:30 | to | 8:45 | | | | 0 | | | | | 0 | |
| 8:45 | to | 9:00 | | | | 0 | | | | | 0 | |
| 9:00 | to | 9:15 | | | | 0 | | | | | 0 | |
| 9:15 | to | 9:30 | | | | 0 | | | | | 0 | |
| 9:30 | to | 9:45 | | | | 0 | | | | | 0 | |
| 9:45 | to | 10:00 | | | | 0 | | | | | 0 | |
| TOTALS - | | | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 4 |
| 10:00 | to | 10:15 | | | | 0 | | | | | 0 | |
| 10:15 | to | 10:30 | | | | 0 | | | | | 0 | |
| 10:30 | to | 10:45 | | | | 0 | | | | | 0 | |
| 10:45 | to | 11:00 | | | | 0 | | | | | 0 | |
| 11:00 | to | 11:15 | | | | 0 | | | | | 0 | |
| 11:15 | to | 11:30 | | | | 0 | | | | | 0 | |
| 11:30 | to | 11:45 | | | | 0 | | | | | 0 | |
| 11:45 | to | 12:00 | | | | 0 | | | | | 0 | |
| 12:00 | to | 12:15 | | | | 0 | | | | | 0 | |
| 12:15 | to | 12:30 | | | | 0 | | | | | 0 | |
| 12:30 | to | 12:45 | | | | 0 | | | | | 0 | |
| 12:45 | to | 13:00 | | | | 0 | | | | | 0 | |
| 13:00 | to | 13:15 | | | | 0 | | | | | 0 | |
| 13:15 | to | 13:30 | | | | 0 | | | | | 0 | |
| 13:30 | to | 13:45 | | | | 0 | | | | | 0 | |
| 13:45 | to | 14:00 | | | | 0 | | | | | 0 | |
| TOTALS - | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | to | 14:15 | | | | 0 | | | | | 0 | |
| 14:15 | to | 14:30 | | | | 0 | | | | | 0 | |
| 14:30 | to | 14:45 | | | | 0 | | | | | 0 | |
| 14:45 | to | 15:00 | | | | 0 | | | | | 0 | |
| 15:00 | to | 15:15 | | | | 0 | | | | | 0 | |
| 15:15 | to | 15:30 | | | | 0 | | | | | 0 | |
| 15:30 | to | 15:45 | | | | 0 | | | | | 0 | |
| 15:45 | to | 16:00 | | | | 0 | | | | | 0 | |
| 16:00 | to | 16:15 | | | | 0 | | | | | 0 | |
| 16:15 | to | 16:30 | | | | 0 | | | | | 0 | |
| 16:30 | to | 16:45 | | | | 1 | | | | | 0 | |
| 16:45 | to | 17:00 | | | | 0 | | | | | 0 | |
| 17:00 | to | 17:15 | | | | 0 | | | | | 0 | |
| 17:15 | to | 17:30 | 1 | | | 1 | | | | | 0 | |
| 17:30 | to | 17:45 | | | | 0 | | | | | 0 | |
| 17:45 | to | 18:00 | | | | 0 | | | | | 0 | |
| TOTALS - | | | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |

Vehicle Volume Summary
City of Lincoln

LOCATION: U-Stop Drive and Old Cheney (turns)
DAY/DATE: Thursday November 10, 201
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

TSC: 0

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | TRUCKS FROM THE | | | |
|----------------|----------------|--------------|-----|----------------|--------------|----|---------------|------------|----|---------------|------------|----|-----------------|-------|------|------|
| | ON: | U-Stop Drive | | ON: | U-Stop Drive | | ON: | Old Cheney | | ON: | Old Cheney | | NORTH | SOUTH | EAST | WEST |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | | | | |
| 7:00 to 7:15 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 to 7:30 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 to 7:45 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 to 8:00 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 7 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 to 8:15 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:15 to 8:30 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 |
| 8:30 to 8:45 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 to 9:00 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 0 | 0 | 1 | 0 |
| TOTALS-- | 1 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 42 | 95 | 0 | 0 | 2 | 0 | 1 | 1 |
| 11:00 to 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 to 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 to 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 to 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 to 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 to 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 to 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 to 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS-- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 to 16:15 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 8 | 11 | 0 | 0 | 1 | 0 | 1 | 0 |
| 16:15 to 16:30 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 10 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 to 16:45 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 6 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 to 17:00 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 to 17:15 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 6 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 to 17:30 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 to 17:45 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 to 18:00 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 8 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS-- | 1 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 45 | 152 | 0 | 0 | 1 | 0 | 1 | 0 |

RAW FIELD DATA

Vehicle Volume Summary
City of Lincoln

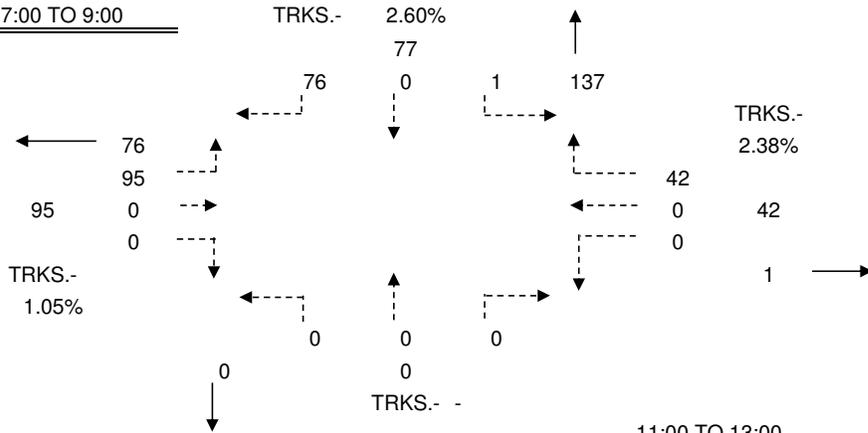
2 HOUR SUMMARY

TSC: 0

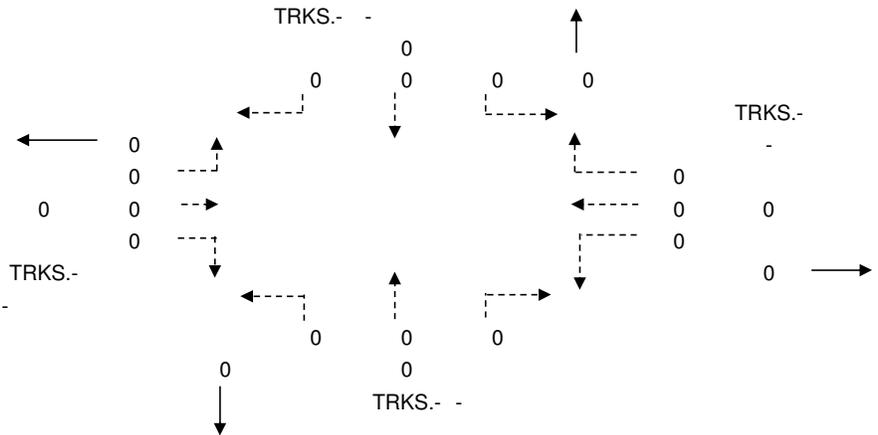
LOCATION: U-Stop Drive and Old Chene
DAY/DATE: Thursday November 10, 201
OBSERVER: Megan Starnier

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

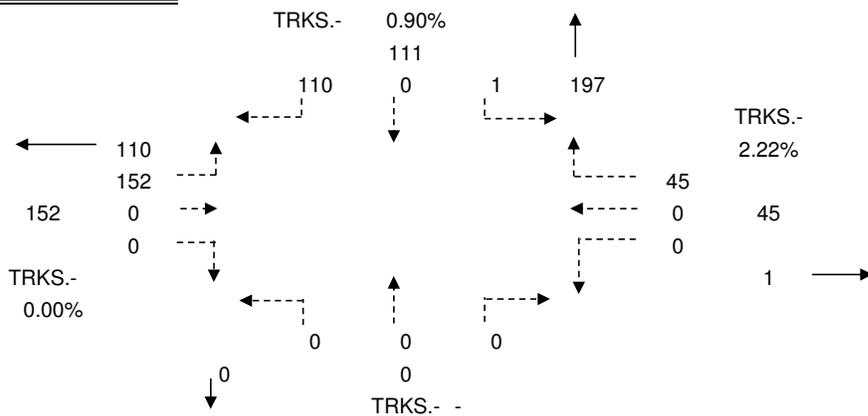
7:00 TO 9:00



11:00 TO 13:00



16:00 TO 18:00



Vehicle Volume Summary
City of Lincoln

TSC: 0

LOCATION: U-Stop Drive and Old Cheney (turns only)
DAY/DATE: Thursday November 10, 2011
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | |
|--------------|----------------|--------------|----|----------------|--------------|----|---------------|------------|----|---------------|------------|----|
| | ON: | U-Stop Drive | | ON: | U-Stop Drive | | ON: | Old Cheney | | ON: | Old Cheney | |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT |
| 7:30 to 7:45 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 0 | 0 |
| 7:45 to 8:00 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 7 | 13 | 0 | 0 |
| 8:00 to 8:15 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 0 | 0 |
| 8:15 to 8:30 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 |

Movement Totals: 0 0 45 0 0 0 0 0 22 47 0 0
 Movement PHF: - - 0.63 - - - - 0.61 0.90 - -
 Approach Totals: 45 0 22 47
 Approach PHF: 0.625 - 0.6111 0.9038
 Approach % Trucks: 4.44% - 0.00% 0.00%
 Intersection PHF: 0.9194

| TIME | LT | THRU | RT |
|----------------|----|------|----|----|------|----|----|------|----|----|------|----|
| 13:00 to 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 to 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 to 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 to 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Movement Totals: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Movement PHF: - - - - - - - - - - - - -
 Approach Totals: 0 0 0
 Approach PHF: - - - -
 Approach % Trucks: - - - -
 Intersection PHF: -

| TIME | LT | THRU | RT |
|----------------|----|------|----|----|------|----|----|------|----|----|------|----|
| 16:15 to 16:30 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 10 | 23 | 0 | 0 |
| 16:30 to 16:45 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 6 | 21 | 0 | 0 |
| 16:45 to 17:00 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 0 |
| 17:00 to 17:15 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 6 | 19 | 0 | 0 |

Movement Totals: 1 0 55 0 0 0 0 0 23 84 0 0
 Movement PHF: 0.25 - 0.92 - - - - 0.58 0.91 - -
 Approach Totals: 56 0 23 84
 Approach PHF: 0.9333 - 0.575 0.9130
 Approach % Trucks: 0.00% - 0.00% 0.00%
 Intersection PHF: 0.849

Vehicle Volume Summary
City of Lincoln

LOCATION: U-Stop Drive and Old Cheney (turns only)
DAY/DATE: Thursday November 10, 2011
OBSERVER: Megan Starnier

TSC: 0
WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles | |
|--------------------|----------------|--------------|-------|----------------|--------------|----|---------------|------------|-------|---------------|------------|-------|----------------|-----|
| | ON: | U-Stop Drive | RT | ON: | U-Stop Drive | RT | ON: | Old Cheney | RT | ON: | Old Cheney | RT | | |
| 6:00 | to | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 | to | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 | to | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 | to | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | to | 7:15 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 6 | 15 | 0 | 0 | 28 |
| 7:15 | to | 7:30 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 5 | 9 | 0 | 0 | 21 |
| 7:30 | to | 7:45 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 9 | 10 | 0 | 0 | 31 |
| 7:45 | to | 8:00 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 7 | 13 | 0 | 0 | 30 |
| 8:00 | to | 8:15 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 6 | 13 | 0 | 0 | 24 |
| 8:15 | to | 8:30 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 29 |
| 8:30 | to | 8:45 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 26 |
| 8:45 | to | 9:00 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 7 | 10 | 0 | 0 | 25 |
| 9:00 | to | 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | to | 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | to | 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | to | 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Movement Totals | | | 1 | 0 | 76 | 0 | 0 | 0 | 0 | 42 | 95 | 0 | 0 | 214 |
| Approach Totals: | | | 77 | | | 0 | | | 42 | | | 95 | | |
| Approach % Trucks: | | | 2.60% | | | - | | | 2.38% | | | 1.05% | | |

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles | |
|--------------------|----------------|--------------|----|----------------|--------------|----|---------------|------------|----|---------------|------------|----|----------------|---|
| | ON: | U-Stop Drive | RT | ON: | U-Stop Drive | RT | ON: | Old Cheney | RT | ON: | Old Cheney | RT | | |
| 10:00 | to | 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | to | 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | to | 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | to | 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | to | 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | to | 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | to | 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | to | 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | to | 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | to | 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | to | 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | to | 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | to | 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | to | 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | to | 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | to | 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Movement Totals | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Totals: | | | 0 | | | 0 | | | 0 | | | 0 | | |
| Approach % Trucks: | | | - | | | - | | | - | | | - | | |

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles | | | | |
|------------------------|----------------|--------------|-------|----------------|--------------|--------------------|---------------|------------|-------|---------------|------------|--------------------|----------------|-----|-----|--|--|
| | ON: | U-Stop Drive | RT | ON: | U-Stop Drive | RT | ON: | Old Cheney | RT | ON: | Old Cheney | RT | | | | | |
| 14:00 | to | 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 14:15 | to | 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 14:30 | to | 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 14:45 | to | 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 15:00 | to | 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 15:15 | to | 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 15:30 | to | 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 15:45 | to | 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 16:00 | to | 16:15 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 8 | 11 | 0 | 0 | 32 | | | |
| 16:15 | to | 16:30 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 10 | 23 | 0 | 0 | 48 | | | |
| 16:30 | to | 16:45 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 6 | 21 | 0 | 0 | 42 | | | |
| 16:45 | to | 17:00 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 34 | | | |
| 17:00 | to | 17:15 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 6 | 19 | 0 | 0 | 39 | | | |
| 17:15 | to | 17:30 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 34 | | | |
| 17:30 | to | 17:45 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 4 | 24 | 0 | 0 | 36 | | | |
| 17:45 | to | 18:00 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 8 | 19 | 0 | 0 | 43 | | | |
| Movement Totals | | | 1 | 0 | 110 | 0 | 0 | 0 | 0 | 45 | 152 | 0 | 0 | 308 | | | |
| Approach Totals: | | | 111 | | | 0 | | | 45 | | | 152 | | | | | |
| Approach % Trucks: | | | 0.90% | | | - | | | 2.22% | | | 0.00% | | | | | |
| 6 Hr. Approach Totals: | | | 188 | | | 0 | | | 87 | | | 247 | | | | | |
| Vol. Ratio Max/Min | | | 1.777 | | | N-S Approach Total | | | 188 | | | E-W Approach Total | | | 334 | | |

CITY OF LINCOLN - PEDESTRIAN AND BICYCLE VOLUME STUDY

TSC: 0

LOCATION: U-Stop Drive and Old Cheney (turns only) WEATHER: Sunny
 DAY/DATE: Thursday November 10, 20 TEMPERATURE: 40*
 OBSERVER: Megan Starner ROAD CONDITION: Dry

| TIME | PEDESTRIANS CROSSING IN THE | | | | | TOTAL PEDS | BICYCLES FROM THE | | | | TOTAL BIKES | |
|----------|-----------------------------|--------------------|-------------------|-------------------|-------|---------------|-------------------|-------------|------------|------------|----------------|---|
| | NORTH CROSSWALK | SOUTH CROSSWALK | EAST CROSSWALK | WEST CROSSWALK | TOTAL | | NORTH SB | SOUTH NB | EAST WB | WEST EB | | |
| 7:00 | to | 7:15 | | | | 0 | | | | | 0 | |
| 7:15 | to | 7:30 | | | | 0 | | | 1 | | 1 | |
| 7:30 | to | 7:45 | | | | 0 | | | | | 0 | |
| 7:45 | to | 8:00 | | | | 0 | | | | | 0 | |
| 8:00 | to | 8:15 | 1 | | | 1 | | | | | 0 | |
| 8:15 | to | 8:30 | | | | 0 | | | | | 0 | |
| 8:30 | to | 8:45 | | | | 0 | | | | | 0 | |
| 8:45 | to | 9:00 | | | | 0 | | | | | 0 | |
| 9:00 | to | 9:15 | | | | 0 | | | | | 0 | |
| 9:15 | to | 9:30 | | | | 0 | | | | | 0 | |
| 9:30 | to | 9:45 | | | | 0 | | | | | 0 | |
| 9:45 | to | 10:00 | | | | 0 | | | | | 0 | |
| TOTALS - | | | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| 10:00 | to | 10:15 | | | | 0 | | | | | 0 | |
| 10:15 | to | 10:30 | | | | 0 | | | | | 0 | |
| 10:30 | to | 10:45 | | | | 0 | | | | | 0 | |
| 10:45 | to | 11:00 | | | | 0 | | | | | 0 | |
| 11:00 | to | 11:15 | | | | 0 | | | | | 0 | |
| 11:15 | to | 11:30 | | | | 0 | | | | | 0 | |
| 11:30 | to | 11:45 | | | | 0 | | | | | 0 | |
| 11:45 | to | 12:00 | | | | 0 | | | | | 0 | |
| 12:00 | to | 12:15 | | | | 0 | | | | | 0 | |
| 12:15 | to | 12:30 | | | | 0 | | | | | 0 | |
| 12:30 | to | 12:45 | | | | 0 | | | | | 0 | |
| 12:45 | to | 13:00 | | | | 0 | | | | | 0 | |
| 13:00 | to | 13:15 | | | | 0 | | | | | 0 | |
| 13:15 | to | 13:30 | | | | 0 | | | | | 0 | |
| 13:30 | to | 13:45 | | | | 0 | | | | | 0 | |
| 13:45 | to | 14:00 | | | | 0 | | | | | 0 | |
| TOTALS - | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | to | 14:15 | | | | 0 | | | | | 0 | |
| 14:15 | to | 14:30 | | | | 0 | | | | | 0 | |
| 14:30 | to | 14:45 | | | | 0 | | | | | 0 | |
| 14:45 | to | 15:00 | | | | 0 | | | | | 0 | |
| 15:00 | to | 15:15 | | | | 0 | | | | | 0 | |
| 15:15 | to | 15:30 | | | | 0 | | | | | 0 | |
| 15:30 | to | 15:45 | | | | 0 | | | | | 0 | |
| 15:45 | to | 16:00 | | | | 0 | | | | | 0 | |
| 16:00 | to | 16:15 | | | | 0 | | | | | 0 | |
| 16:15 | to | 16:30 | | | | 0 | | | | | 0 | |
| 16:30 | to | 16:45 | | | | 0 | | | | | 0 | |
| 16:45 | to | 17:00 | | | | 0 | | | | | 0 | |
| 17:00 | to | 17:15 | | | | 0 | | | | | 0 | |
| 17:15 | to | 17:30 | | | | 0 | | | | | 0 | |
| 17:30 | to | 17:45 | | | | 0 | | | 2 | | 2 | |
| 17:45 | to | 18:00 | | | | 0 | | | 1 | | 1 | |
| TOTALS - | | | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | |

Vehicle Volume Summary
City of Lincoln

LOCATION: 58th and Old Cheney
DAY/DATE: Thursday November 17, '11
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

TSC: 0

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | TRUCKS FROM THE | | | |
|----------------|-----------------|-----------------|----------------|-----------------|-----------------|----------------|-----------------|-----------------|----------------|---------------|-------|------|-----------------|---|----|----|
| | ON: 58th Street | ON: 58th Street | ON: Old Cheney | ON: 58th Street | ON: 58th Street | ON: Old Cheney | ON: 58th Street | ON: 58th Street | ON: Old Cheney | NORTH | SOUTH | EAST | WEST | | | |
| 7:00 to 7:15 | 12 | 4 | 12 | 1 | 1 | 0 | 4 | 87 | 18 | 10 | 72 | 12 | 0 | 0 | 1 | 0 |
| 7:15 to 7:30 | 10 | 4 | 11 | 5 | 0 | 2 | 23 | 122 | 14 | 20 | 122 | 8 | 0 | 0 | 0 | 1 |
| 7:30 to 7:45 | 8 | 1 | 18 | 3 | 1 | 4 | 24 | 171 | 27 | 11 | 141 | 14 | 1 | 0 | 1 | 0 |
| 7:45 to 8:00 | 11 | 4 | 27 | 5 | 0 | 5 | 35 | 165 | 44 | 12 | 170 | 39 | 2 | 0 | 1 | 3 |
| 8:00 to 8:15 | 8 | 4 | 29 | 6 | 1 | 9 | 33 | 136 | 27 | 17 | 140 | 23 | 0 | 0 | 4 | 5 |
| 8:15 to 8:30 | 11 | 3 | 25 | 4 | 1 | 6 | 22 | 119 | 29 | 13 | 122 | 30 | 1 | 0 | 3 | 2 |
| 8:30 to 8:45 | 14 | 4 | 16 | 10 | 1 | 5 | 18 | 117 | 24 | 14 | 110 | 24 | 0 | 0 | 4 | 2 |
| 8:45 to 9:00 | 14 | 4 | 14 | 9 | 0 | 6 | 24 | 154 | 21 | 10 | 109 | 24 | 0 | 0 | 3 | 3 |
| TOTALS-- | 88 | 28 | 152 | 43 | 5 | 37 | 183 | 1071 | 204 | 107 | 986 | 174 | 4 | 0 | 17 | 16 |
| 11:00 to 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 to 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 to 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 to 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 to 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 to 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 to 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 to 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS-- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 to 16:15 | 6 | 2 | 18 | 25 | 0 | 26 | 17 | 140 | 25 | 8 | 153 | 28 | 0 | 1 | 2 | 0 |
| 16:15 to 16:30 | 10 | 2 | 15 | 24 | 0 | 17 | 20 | 177 | 12 | 9 | 135 | 36 | 0 | 0 | 3 | 2 |
| 16:30 to 16:45 | 5 | 2 | 16 | 31 | 1 | 35 | 22 | 162 | 29 | 12 | 164 | 20 | 0 | 0 | 2 | 0 |
| 16:45 to 17:00 | 6 | 1 | 21 | 27 | 5 | 25 | 21 | 195 | 22 | 9 | 173 | 22 | 0 | 0 | 2 | 0 |
| 17:00 to 17:15 | 3 | 1 | 21 | 33 | 1 | 40 | 22 | 203 | 28 | 8 | 204 | 26 | 0 | 0 | 4 | 0 |
| 17:15 to 17:30 | 8 | 1 | 20 | 33 | 4 | 25 | 27 | 201 | 29 | 15 | 185 | 44 | 0 | 0 | 1 | 4 |
| 17:30 to 17:45 | 9 | 1 | 21 | 30 | 1 | 24 | 14 | 188 | 23 | 8 | 146 | 28 | 0 | 0 | 1 | 1 |
| 17:45 to 18:00 | 12 | 0 | 28 | 23 | 1 | 16 | 22 | 175 | 23 | 15 | 143 | 23 | 0 | 2 | 0 | 3 |
| TOTALS-- | 59 | 10 | 160 | 226 | 13 | 208 | 165 | 1441 | 191 | 84 | 1303 | 227 | 0 | 3 | 15 | 10 |

RAW FIELD DATA

Vehicle Volume Summary
City of Lincoln

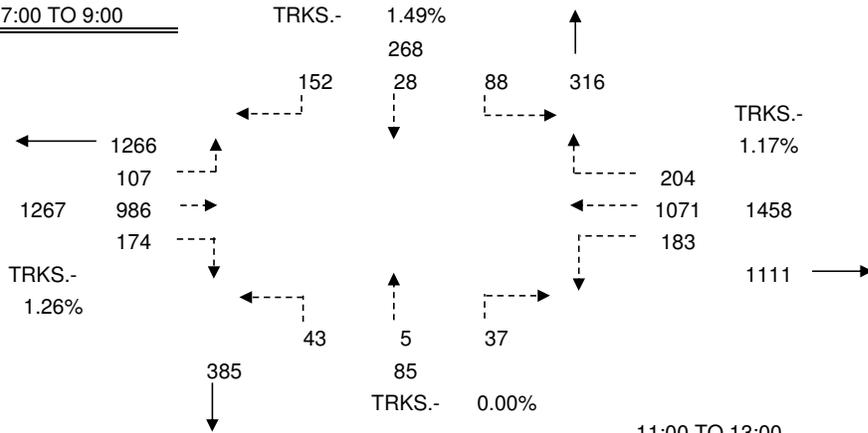
2 HOUR SUMMARY

TSC: 0

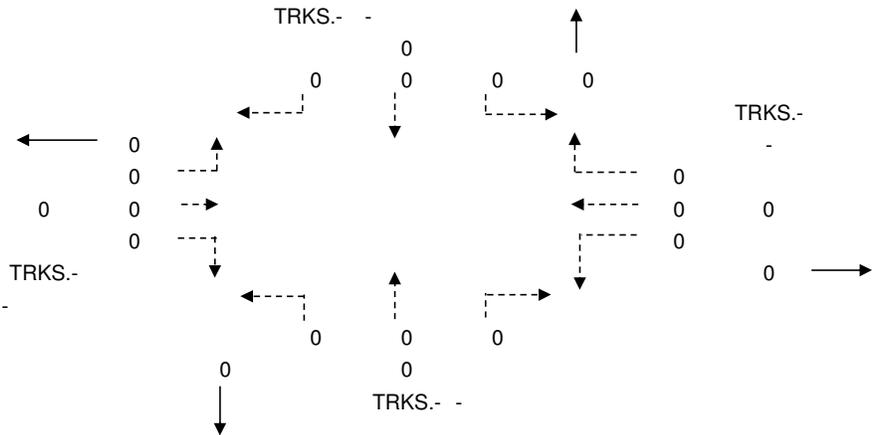
LOCATION: 58th and Old Cheney
DAY/DATE: Thursday November 17, '11
OBSERVER: Megan Starnier

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

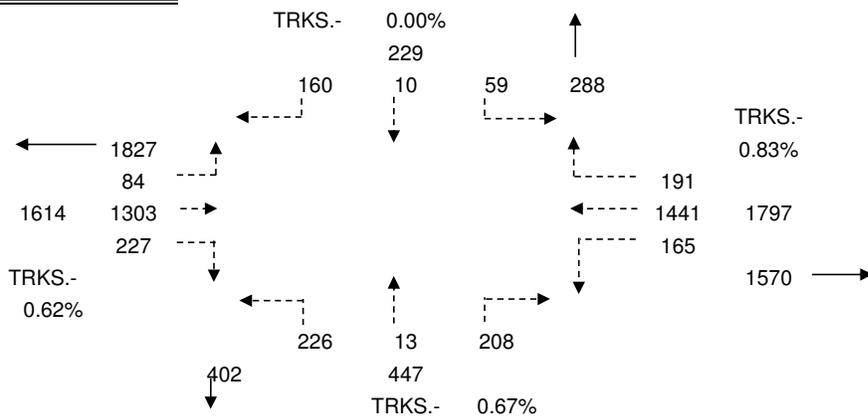
7:00 TO 9:00



11:00 TO 13:00



16:00 TO 18:00



Vehicle Volume Summary
City of Lincoln

TSC: 0

LOCATION: 58th and Old Cheney
DAY/DATE: Thursday November 17, '11
OBSERVER: Megan Starner

WEATHER: Sunny
TEMPERATURE: 40*
ROAD CONDITION: Dry

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | |
|--------------|----------------|-------------|----|----------------|-------------|----|---------------|------------|----|---------------|------------|----|
| | ON: | 58th Street | | ON: | 58th Street | | ON: | Old Cheney | | ON: | Old Cheney | |
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT |
| 7:30 to 7:45 | 8 | 1 | 18 | 3 | 1 | 4 | 24 | 171 | 27 | 11 | 141 | 14 |
| 7:45 to 8:00 | 11 | 4 | 27 | 5 | 0 | 5 | 35 | 165 | 44 | 12 | 170 | 39 |
| 8:00 to 8:15 | 8 | 4 | 29 | 6 | 1 | 9 | 33 | 136 | 27 | 17 | 140 | 23 |
| 8:15 to 8:30 | 11 | 3 | 25 | 4 | 1 | 6 | 22 | 119 | 29 | 13 | 122 | 30 |

| | | | | | | | | | | | | |
|--------------------|--------|------|------|--------|------|------|--------|------|------|--------|------|------|
| Movement Totals | 38 | 12 | 99 | 18 | 3 | 24 | 114 | 591 | 127 | 53 | 573 | 106 |
| Movement PHF: | 0.86 | 0.75 | 0.85 | 0.75 | 0.75 | 0.67 | 0.81 | 0.86 | 0.72 | 0.78 | 0.84 | 0.68 |
| Approach Totals: | 149 | | | 45 | | | 832 | | | 732 | | |
| Approach PHF: | 0.8869 | | | 0.7031 | | | 0.8525 | | | 0.8281 | | |
| Approach % Trucks: | 2.68% | | | 0.00% | | | 1.08% | | | 1.37% | | |
| Intersection PHF: | 0.8501 | | | | | | | | | | | |

| TIME | LT | THRU | RT |
|----------------|----|------|----|----|------|----|----|------|----|----|------|----|
| 13:00 to 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 to 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 to 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 to 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | |
|--------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement Totals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Movement PHF: | - | - | - | - | - | - | - | - | - | - | - | - |
| Approach Totals: | 0 | | | 0 | | | 0 | | | 0 | | |
| Approach PHF: | - | | | - | | | - | | | - | | |
| Approach % Trucks: | - | | | - | | | - | | | - | | |
| Intersection PHF: | - | | | | | | | | | | | |

| TIME | LT | THRU | RT |
|----------------|----|------|----|----|------|----|----|------|----|----|------|----|
| 16:30 to 16:45 | 5 | 2 | 16 | 31 | 1 | 35 | 22 | 162 | 29 | 12 | 164 | 20 |
| 16:45 to 17:00 | 6 | 1 | 21 | 27 | 5 | 25 | 21 | 195 | 22 | 9 | 173 | 22 |
| 17:00 to 17:15 | 3 | 1 | 21 | 33 | 1 | 40 | 22 | 203 | 28 | 8 | 204 | 26 |
| 17:15 to 17:30 | 8 | 1 | 20 | 33 | 4 | 25 | 27 | 201 | 29 | 15 | 185 | 44 |

| | | | | | | | | | | | | |
|--------------------|--------|------|------|--------|------|------|--------|------|------|--------|------|------|
| Movement Totals | 22 | 5 | 78 | 124 | 11 | 125 | 92 | 761 | 108 | 44 | 726 | 112 |
| Movement PHF: | 0.69 | 0.63 | 0.93 | 0.94 | 0.55 | 0.78 | 0.85 | 0.94 | 0.93 | 0.73 | 0.89 | 0.64 |
| Approach Totals: | 105 | | | 260 | | | 961 | | | 882 | | |
| Approach PHF: | 0.9052 | | | 0.8784 | | | 0.9348 | | | 0.9037 | | |
| Approach % Trucks: | 0.00% | | | 0.00% | | | 0.94% | | | 0.45% | | |
| Intersection PHF: | 0.9324 | | | | | | | | | | | |

Vehicle Volume Summary
City of Lincoln

LOCATION: 58th and Old Cheney
DAY/DATE: Thursday November 17, '11
OBSERVER: Megan Starner

TSC: 0
WEATHER: Sunny
TEMPERATURE: 40°
ROAD CONDITION: Dry

| TIME | FROM THE NORTH | | | FROM THE SOUTH | | | FROM THE EAST | | | FROM THE WEST | | | Total Vehicles | | |
|--------------------|----------------|-------------|-------|----------------|-------------|-------|---------------|------------|-------|---------------|------------|-------|----------------|-----|------|
| | ON: | 58th Street | RT | ON: | 58th Street | RT | ON: | Old Cheney | RT | ON: | Old Cheney | RT | | | |
| 6:00 | to | 6:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:15 | to | 6:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:30 | to | 6:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45 | to | 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 | to | 7:15 | 12 | 4 | 12 | 1 | 1 | 4 | 87 | 18 | 10 | 72 | 12 | 233 | |
| 7:15 | to | 7:30 | 10 | 4 | 11 | 5 | 0 | 2 | 23 | 122 | 14 | 20 | 122 | 8 | 341 |
| 7:30 | to | 7:45 | 8 | 1 | 18 | 3 | 1 | 4 | 24 | 171 | 27 | 11 | 141 | 14 | 423 |
| 7:45 | to | 8:00 | 11 | 4 | 27 | 5 | 0 | 5 | 35 | 165 | 44 | 12 | 170 | 39 | 517 |
| 8:00 | to | 8:15 | 8 | 4 | 29 | 6 | 1 | 9 | 33 | 136 | 27 | 17 | 140 | 23 | 433 |
| 8:15 | to | 8:30 | 11 | 3 | 25 | 4 | 1 | 6 | 22 | 119 | 29 | 13 | 122 | 30 | 385 |
| 8:30 | to | 8:45 | 14 | 4 | 16 | 10 | 1 | 5 | 18 | 117 | 24 | 14 | 110 | 24 | 357 |
| 8:45 | to | 9:00 | 14 | 4 | 14 | 9 | 0 | 6 | 24 | 154 | 21 | 10 | 109 | 24 | 389 |
| 9:00 | to | 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | to | 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 | to | 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 | to | 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Movement Totals | | | 88 | 28 | 152 | 43 | 5 | 37 | 183 | 1071 | 204 | 107 | 986 | 174 | 3078 |
| Approach Totals: | | | 268 | | | 85 | | | 1458 | | | 1267 | | | |
| Approach % Trucks: | | | 1.49% | | | 0.00% | | | 1.17% | | | 1.26% | | | |

| TIME | | | | | | | | | | | | | Total Vehicles | | |
|--------------------|----|-------|----|----|------|----|----|------|----|----|------|----|----------------|---|---|
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | | | |
| 10:00 | to | 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 | to | 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 | to | 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 | to | 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 | to | 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 | to | 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 | to | 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 | to | 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 | to | 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 | to | 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 | to | 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 | to | 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13:00 | to | 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13:15 | to | 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13:30 | to | 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 13:45 | to | 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Movement Totals | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach Totals: | | | 0 | | | 0 | | | 0 | | | 0 | | | |
| Approach % Trucks: | | | - | | | - | | | - | | | - | | | |

| TIME | | | | | | | | | | | | | Total Vehicles | | | | |
|------------------------|----|-------|-------|----|------|--------------------|----|------|-------|------|------|--------------------|----------------|-----|------|--|--|
| | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | LT | THRU | RT | | | | | |
| 14:00 | to | 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 14:15 | to | 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 14:30 | to | 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 14:45 | to | 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 15:00 | to | 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 15:15 | to | 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 15:30 | to | 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 15:45 | to | 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 16:00 | to | 16:15 | 6 | 2 | 18 | 25 | 0 | 26 | 17 | 140 | 25 | 8 | 153 | 28 | 448 | | |
| 16:15 | to | 16:30 | 10 | 2 | 15 | 24 | 0 | 17 | 20 | 177 | 12 | 9 | 135 | 36 | 457 | | |
| 16:30 | to | 16:45 | 5 | 2 | 16 | 31 | 1 | 35 | 22 | 162 | 29 | 12 | 164 | 20 | 499 | | |
| 16:45 | to | 17:00 | 6 | 1 | 21 | 27 | 5 | 25 | 21 | 195 | 22 | 9 | 173 | 22 | 527 | | |
| 17:00 | to | 17:15 | 3 | 1 | 21 | 33 | 1 | 40 | 22 | 203 | 28 | 8 | 204 | 26 | 590 | | |
| 17:15 | to | 17:30 | 8 | 1 | 20 | 33 | 4 | 25 | 27 | 201 | 29 | 15 | 185 | 44 | 592 | | |
| 17:30 | to | 17:45 | 9 | 1 | 21 | 30 | 1 | 24 | 14 | 188 | 23 | 8 | 146 | 28 | 493 | | |
| 17:45 | to | 18:00 | 12 | 0 | 28 | 23 | 1 | 16 | 22 | 175 | 23 | 15 | 143 | 23 | 481 | | |
| Movement Totals | | | 59 | 10 | 160 | 226 | 13 | 208 | 165 | 1441 | 191 | 84 | 1303 | 227 | 4087 | | |
| Approach Totals: | | | 229 | | | 447 | | | 1797 | | | 1614 | | | | | |
| Approach % Trucks: | | | 0.00% | | | 0.67% | | | 0.83% | | | 0.62% | | | | | |
| 6 Hr. Approach Totals: | | | 497 | | | 532 | | | 3255 | | | 2881 | | | | | |
| Vol. Ratio Max/Min | | | 5.963 | | | N-S Approach Total | | | 1029 | | | E-W Approach Total | | | 6136 | | |

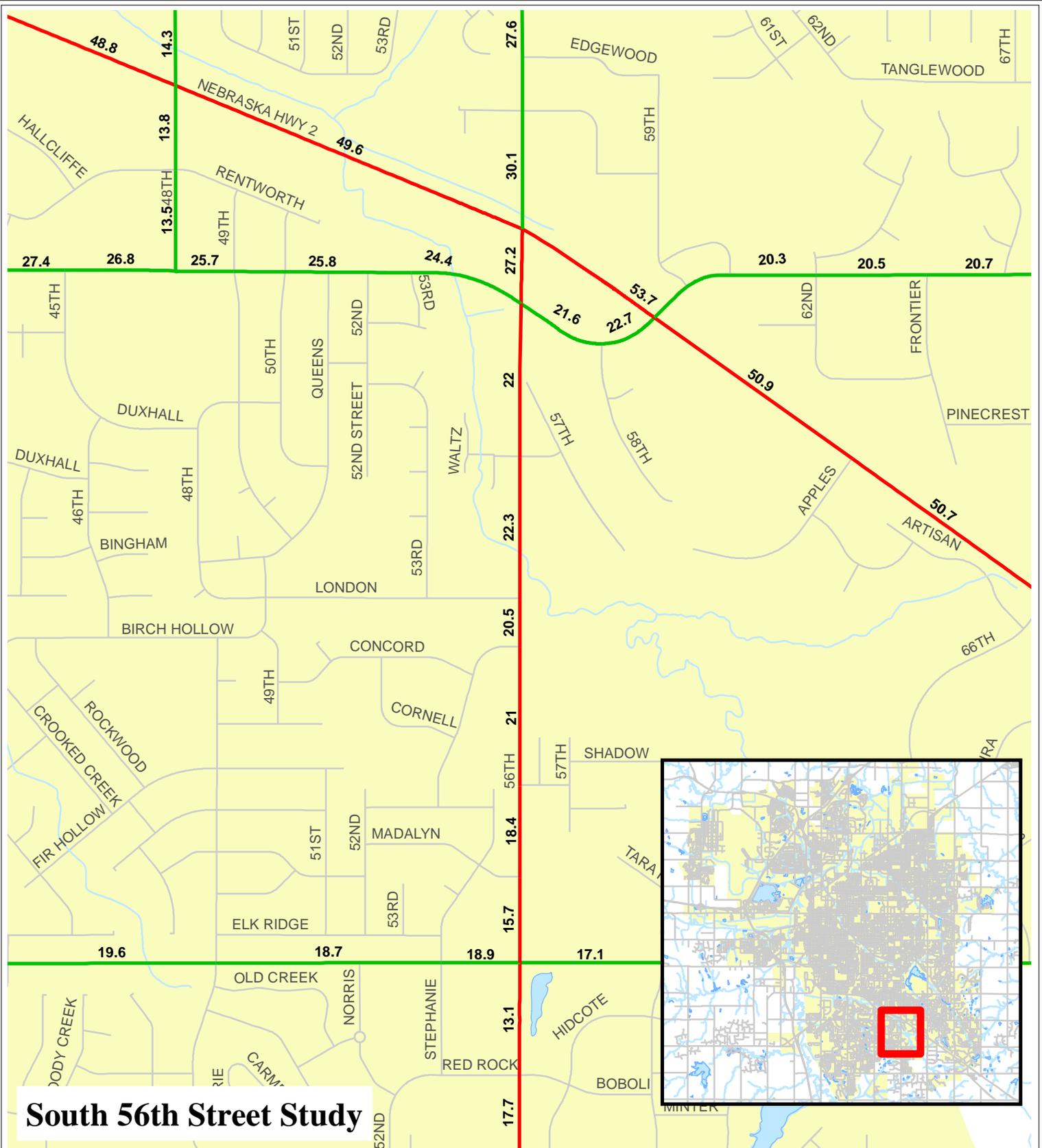
CITY OF LINCOLN - PEDESTRIAN AND BICYCLE VOLUME STUDY

TSC: 0

LOCATION: 58th and Old Cheney
 DAY/DATE: Thursday November 17, '11
 OBSERVER: Megan Starner

WEATHER: Sunny
 TEMPERATURE: 40*
 ROAD CONDITION: Dry

| TIME | PEDESTRIANS CROSSING IN THE | | | | | TOTAL PEDS | BICYCLES FROM THE | | | | TOTAL BIKES |
|-----------------|-----------------------------|--------------------|-------------------|-------------------|----------|---------------|-------------------|-------------|------------|------------|----------------|
| | NORTH CROSSWALK | SOUTH CROSSWALK | EAST CROSSWALK | WEST CROSSWALK | TOTAL | | NORTH SB | SOUTH NB | EAST WB | WEST EB | |
| 7:00 to 7:15 | | | | | 0 | | | | | 0 | |
| 7:15 to 7:30 | | | | | 0 | | | 1 | | 1 | |
| 7:30 to 7:45 | | | | | 0 | | | | | 0 | |
| 7:45 to 8:00 | | | | | 0 | | | | | 0 | |
| 8:00 to 8:15 | 1 | | | | 1 | | | | | 0 | |
| 8:15 to 8:30 | | | | | 0 | | | | | 0 | |
| 8:30 to 8:45 | | | | | 0 | | | | | 0 | |
| 8:45 to 9:00 | | | | | 0 | | | | | 0 | |
| 9:00 to 9:15 | | | | | 0 | | | | | 0 | |
| 9:15 to 9:30 | | | | | 0 | | | | | 0 | |
| 9:30 to 9:45 | | | | | 0 | | | | | 0 | |
| 9:45 to 10:00 | | | | | 0 | | | | | 0 | |
| TOTALS - | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | |
| 10:00 to 10:15 | | | | | 0 | | | | | 0 | |
| 10:15 to 10:30 | | | | | 0 | | | | | 0 | |
| 10:30 to 10:45 | | | | | 0 | | | | | 0 | |
| 10:45 to 11:00 | | | | | 0 | | | | | 0 | |
| 11:00 to 11:15 | | | | | 0 | | | | | 0 | |
| 11:15 to 11:30 | | | | | 0 | | | | | 0 | |
| 11:30 to 11:45 | | | | | 0 | | | | | 0 | |
| 11:45 to 12:00 | | | | | 0 | | | | | 0 | |
| 12:00 to 12:15 | | | | | 0 | | | | | 0 | |
| 12:15 to 12:30 | | | | | 0 | | | | | 0 | |
| 12:30 to 12:45 | | | | | 0 | | | | | 0 | |
| 12:45 to 13:00 | | | | | 0 | | | | | 0 | |
| 13:00 to 13:15 | | | | | 0 | | | | | 0 | |
| 13:15 to 13:30 | | | | | 0 | | | | | 0 | |
| 13:30 to 13:45 | | | | | 0 | | | | | 0 | |
| 13:45 to 14:00 | | | | | 0 | | | | | 0 | |
| TOTALS - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 14:00 to 14:15 | | | | | 0 | | | | | 0 | |
| 14:15 to 14:30 | | | | | 0 | | | | | 0 | |
| 14:30 to 14:45 | | | | | 0 | | | | | 0 | |
| 14:45 to 15:00 | | | | | 0 | | | | | 0 | |
| 15:00 to 15:15 | | | | | 0 | | | | | 0 | |
| 15:15 to 15:30 | | | | | 0 | | | | | 0 | |
| 15:30 to 15:45 | | | | | 0 | | | | | 0 | |
| 15:45 to 16:00 | | | | | 0 | | | | | 0 | |
| 16:00 to 16:15 | | | | | 0 | | | | | 0 | |
| 16:15 to 16:30 | | | | | 0 | | | | | 0 | |
| 16:30 to 16:45 | | | | | 0 | | | | | 0 | |
| 16:45 to 17:00 | | | | | 0 | | | | | 0 | |
| 17:00 to 17:15 | | | | | 0 | | | | | 0 | |
| 17:15 to 17:30 | | | | | 0 | | | | | 0 | |
| 17:30 to 17:45 | | | | | 0 | | | 2 | | 2 | |
| 17:45 to 18:00 | | | | | 0 | | | 1 | | 1 | |
| TOTALS - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | |

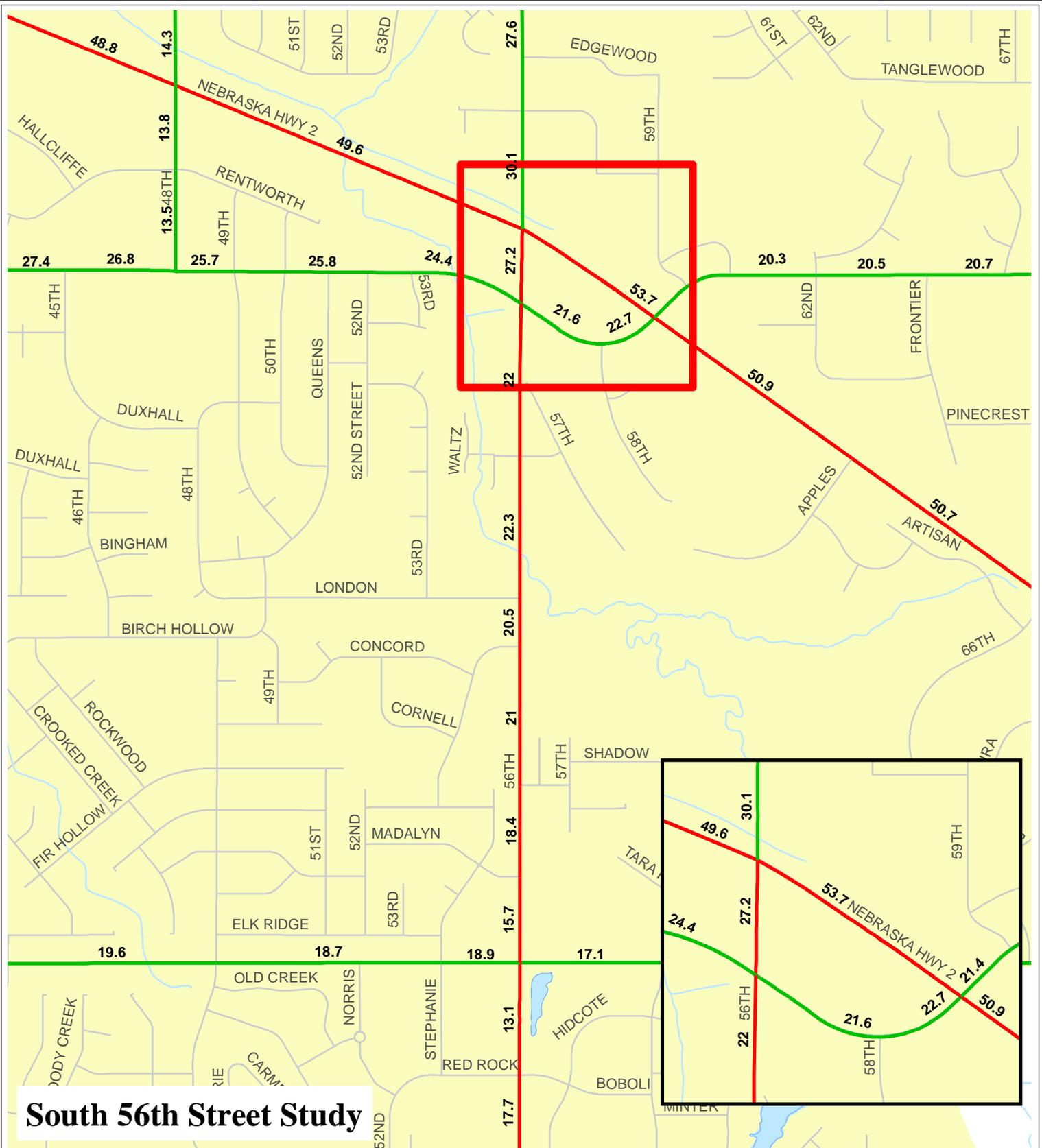


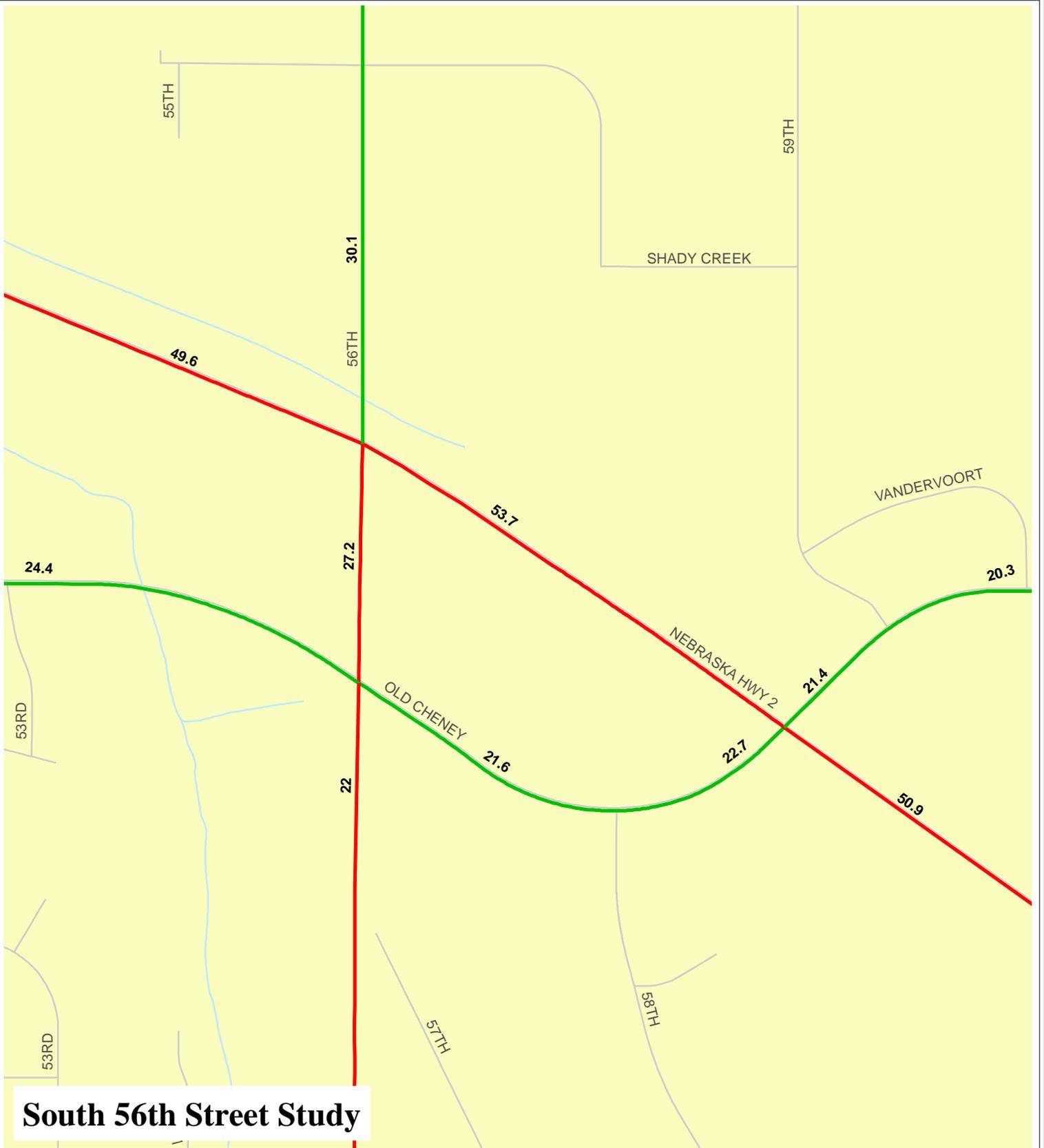
**2040 Daily Model Volumes with 2040 Fiscally Constrained Projects
Lincoln MPO - 2040 Long Range Transportation Plan**

NCHRP Adjusted forecast daily model volumes in thousands

1 inch = 1,000 feet







South 56th Street Study

2040 Daily Model Volumes with 2040 Fiscally Constrained Projects Lincoln MPO - 2040 Long Range Transportation Plan

NCHRP Adjusted forecast daily model volumes in thousands

1 inch = 314 feet



West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

MODULAR PRECISION SOUND LEVEL METER

Manufactured by: **BRUEL & KJAER**
Model No: **2231**
Serial No: **1178130**
Calibration Recall No: **20951**

Submitted By:

Customer: **ARTHUR MORRONE**
Company: **PARSONS BRINCKERHOFF**
Address: **ONE PENN PLAZA**
NEW YORK NY 10119

The subject instrument was calibrated to the indicated specification using standards traceable to the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. **2231** BRUE

Upon receipt for Calibration, the instrument was found to be:

Outside (X) see attached Report of Calibration.

the tolerance of the indicated specification.

West Caldwell Calibration Laboratories' calibration control system meets the requirements, ISO 10012-1 MIL-STD-45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2008 and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Approved by:

Calibration Date: **21-Jul-11**



Certificate No: **20951 - 5**

Felix Christopher
Quality Manager

QA Doc. #1051 Rev. 2.0 10/1/01

Certificate Page 1 of 1

uncompromised calibration
West Caldwell Calibration Laboratories, Inc.
1575 State Route 96, Victor, NY 14564, U.S.A.

ISO 9001:2008
Registered Company

Calibration Traceable
To N. I. S. T.

Phone: (585) 586-3900 Fax.: (585) 586-4327



Predicted Noise Level Data

RESULTS: SOUND LEVELS

56th Street Design/EA Reevaluation

| | | | | | | | | | | | | |
|------------|----|---|-----|-----|----|-----|----|----------|-----|-----|---|-----|
| Receiver25 | 25 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver26 | 26 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver27 | 27 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver28 | 28 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver29 | 29 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver30 | 30 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver31 | 31 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver32 | 32 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver33 | 33 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver34 | 34 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver35 | 35 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver36 | 36 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver37 | 37 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver38 | 38 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver39 | 39 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver40 | 40 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver41 | 41 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver42 | 42 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver43 | 43 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver44 | 44 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver45 | 45 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver46 | 46 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver47 | 47 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver48 | 48 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver49 | 49 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver50 | 50 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver51 | 51 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver52 | 52 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver53 | 53 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver54 | 54 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver55 | 55 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver56 | 56 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver57 | 57 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver58 | 58 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver59 | 59 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver60 | 60 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver61 | 61 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver62 | 62 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver63 | 63 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver64 | 64 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver65 | 65 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |

RESULTS: SOUND LEVELS

56th Street Design/EA Reevaluation

| | | | | | | | | | | | | |
|-----------------------|----|--------------|------------------------|------------|------------|------|----|----------|------|-----|---|------|
| Receiver66 | 66 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver67 | 67 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver68 | 68 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver69 | 69 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Validation #1 | 71 | 1 | 0.0 | 63.0 | 66 | 63.0 | 10 | ---- | 63.0 | 0.0 | 8 | -8.0 |
| Dwelling Units | | # DUs | Noise Reduction | | | | | | | | | |
| | | | Min | Avg | Max | | | | | | | |
| | | | dB | dB | dB | | | | | | | |
| All Selected | | 70 | 0.0 | 0.0 | 0.0 | | | | | | | |
| All Impacted | | 0 | 0.0 | 0.0 | 0.0 | | | | | | | |
| All that meet NR Goal | | 0 | 0.0 | 0.0 | 0.0 | | | | | | | |

RESULTS: SOUND LEVELS

56th Street Design/EA Reevaluation

| | | | | | | | | | | | | |
|------------|----|---|-----|-----|----|-----|----|----------|-----|-----|---|-----|
| Receiver25 | 25 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver26 | 26 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver27 | 27 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver28 | 28 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver29 | 29 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver30 | 30 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver31 | 31 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver32 | 32 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver33 | 33 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver34 | 34 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver35 | 35 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver36 | 36 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver37 | 37 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver38 | 38 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver39 | 39 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver40 | 40 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver41 | 41 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver42 | 42 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver43 | 43 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver44 | 44 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver45 | 45 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver46 | 46 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver47 | 47 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver48 | 48 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver49 | 49 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver50 | 50 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver51 | 51 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver52 | 52 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver53 | 53 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver54 | 54 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver55 | 55 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver56 | 56 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver57 | 57 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver58 | 58 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver59 | 59 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver60 | 60 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver61 | 61 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver62 | 62 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver63 | 63 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver64 | 64 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver65 | 65 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |

RESULTS: SOUND LEVELS

56th Street Design/EA Reevaluation

| | | | | | | | | | | | | |
|-----------------------|----|--------------|------------------------|------------|------------|------|----|----------|------|-----|---|------|
| Receiver66 | 66 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver67 | 67 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver68 | 68 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver69 | 69 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Validation #1 | 71 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Validation #4 | 73 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Validation #3 | 75 | 1 | 0.0 | 64.9 | 66 | 64.9 | 10 | ---- | 64.9 | 0.0 | 8 | -8.0 |
| Dwelling Units | | # DUs | Noise Reduction | | | | | | | | | |
| | | | Min | Avg | Max | | | | | | | |
| | | | dB | dB | dB | | | | | | | |
| All Selected | | 72 | 0.0 | 0.0 | 0.0 | | | | | | | |
| All Impacted | | 0 | 0.0 | 0.0 | 0.0 | | | | | | | |
| All that meet NR Goal | | 0 | 0.0 | 0.0 | 0.0 | | | | | | | |

RESULTS: SOUND LEVELS

56th Street Design/EA Reevaluation

| | | | | | | | | | | | | |
|------------|----|---|-----|-----|----|-----|----|----------|-----|-----|---|-----|
| Receiver25 | 25 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver26 | 26 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver27 | 27 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver28 | 28 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver29 | 29 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver30 | 30 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver31 | 31 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver32 | 32 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver33 | 33 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver34 | 34 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver35 | 35 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver36 | 36 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver37 | 37 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver38 | 38 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver39 | 39 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver40 | 40 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver41 | 41 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver42 | 42 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver43 | 43 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver44 | 44 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver45 | 45 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver46 | 46 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver47 | 47 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver48 | 48 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver49 | 49 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver50 | 50 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver51 | 51 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver52 | 52 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver53 | 53 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver54 | 54 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver55 | 55 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver56 | 56 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver57 | 57 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver58 | 58 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver59 | 59 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver60 | 60 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver61 | 61 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver62 | 62 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver63 | 63 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver64 | 64 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver65 | 65 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |

RESULTS: SOUND LEVELS

56th Street Design/EA Reevaluation

| | | | | | | | | | | | | |
|-----------------------|----|--------------|------------------------|------------|------------|------|----|----------|------|-----|---|------|
| Receiver66 | 66 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver67 | 67 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver68 | 68 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver69 | 69 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Validation #1 | 71 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Validation #4 | 73 | 1 | 0.0 | 63.6 | 66 | 63.6 | 10 | ---- | 63.6 | 0.0 | 8 | -8.0 |
| Validation #3 | 75 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Dwelling Units | | # DUs | Noise Reduction | | | | | | | | | |
| | | | Min | Avg | Max | | | | | | | |
| | | | dB | dB | dB | | | | | | | |
| All Selected | | 72 | 0.0 | 0.0 | 0.0 | | | | | | | |
| All Impacted | | 0 | 0.0 | 0.0 | 0.0 | | | | | | | |
| All that meet NR Goal | | 0 | 0.0 | 0.0 | 0.0 | | | | | | | |

RESULTS: SOUND LEVELS

56th Street Design/EA Reevaluation

| | | | | | | | | | | | | |
|--------------------------------------|----|---|-----|------|----|------|----|----------|------|-----|---|------|
| Receiver29 | 29 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver30 | 30 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver31 | 31 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver32 | 32 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R33-residence | 33 | 1 | 0.0 | 48.7 | 66 | 48.7 | 10 | ---- | 48.7 | 0.0 | 8 | -8.0 |
| R2-residence | 34 | 1 | 0.0 | 52.8 | 66 | 52.8 | 10 | ---- | 52.8 | 0.0 | 8 | -8.0 |
| Receiver36 | 36 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R5-residence | 37 | 1 | 0.0 | 63.2 | 66 | 63.2 | 10 | ---- | 63.2 | 0.0 | 8 | -8.0 |
| R4-residence | 38 | 1 | 0.0 | 59.5 | 66 | 59.5 | 10 | ---- | 59.5 | 0.0 | 8 | -8.0 |
| R6-residence | 39 | 1 | 0.0 | 56.8 | 66 | 56.8 | 10 | ---- | 56.8 | 0.0 | 8 | -8.0 |
| R7-residence | 40 | 1 | 0.0 | 54.1 | 66 | 54.1 | 10 | ---- | 54.1 | 0.0 | 8 | -8.0 |
| R8-residence | 41 | 1 | 0.0 | 52.0 | 66 | 52.0 | 10 | ---- | 52.0 | 0.0 | 8 | -8.0 |
| R9-residence | 42 | 1 | 0.0 | 50.1 | 66 | 50.1 | 10 | ---- | 50.1 | 0.0 | 8 | -8.0 |
| R10-residence | 43 | 1 | 0.0 | 48.8 | 66 | 48.8 | 10 | ---- | 48.8 | 0.0 | 8 | -8.0 |
| R34-residence | 45 | 1 | 0.0 | 65.0 | 66 | 65.0 | 10 | ---- | 65.0 | 0.0 | 8 | -8.0 |
| R36-residence | 46 | 1 | 0.0 | 60.0 | 66 | 60.0 | 10 | ---- | 60.0 | 0.0 | 8 | -8.0 |
| R37-residence | 47 | 1 | 0.0 | 63.2 | 66 | 63.2 | 10 | ---- | 63.2 | 0.0 | 8 | -8.0 |
| R38-residence | 48 | 1 | 0.0 | 60.2 | 66 | 60.2 | 10 | ---- | 60.2 | 0.0 | 8 | -8.0 |
| R11-residence | 49 | 1 | 0.0 | 63.8 | 66 | 63.8 | 10 | ---- | 63.8 | 0.0 | 8 | -8.0 |
| R12-residence | 50 | 1 | 0.0 | 56.8 | 66 | 56.8 | 10 | ---- | 56.8 | 0.0 | 8 | -8.0 |
| R13-residence | 51 | 1 | 0.0 | 53.2 | 66 | 53.2 | 10 | ---- | 53.2 | 0.0 | 8 | -8.0 |
| R39-business office (E) | 52 | 1 | 0.0 | 54.9 | 66 | 54.9 | 10 | ---- | 54.9 | 0.0 | 8 | -8.0 |
| R14-residence | 53 | 1 | 0.0 | 51.3 | 66 | 51.3 | 10 | ---- | 51.3 | 0.0 | 8 | -8.0 |
| R40-medical office (C) | 54 | 1 | 0.0 | 52.1 | 66 | 52.1 | 10 | ---- | 52.1 | 0.0 | 8 | -8.0 |
| R15-residence | 55 | 1 | 0.0 | 49.9 | 66 | 49.9 | 10 | ---- | 49.9 | 0.0 | 8 | -8.0 |
| R16-residence | 56 | 1 | 0.0 | 48.5 | 66 | 48.5 | 10 | ---- | 48.5 | 0.0 | 8 | -8.0 |
| Receiver58 | 58 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R43-Academic Advantage Child Dev (E) | 59 | 1 | 0.0 | 48.2 | 66 | 48.2 | 10 | ---- | 48.2 | 0.0 | 8 | -8.0 |
| R44-dental office (C) | 60 | 1 | 0.0 | 48.3 | 66 | 48.3 | 10 | ---- | 48.3 | 0.0 | 8 | -8.0 |
| R45-business office (E) | 61 | 1 | 0.0 | 48.7 | 66 | 48.7 | 10 | ---- | 48.7 | 0.0 | 8 | -8.0 |
| R46-business office (E) | 62 | 1 | 0.0 | 49.3 | 66 | 49.3 | 10 | ---- | 49.3 | 0.0 | 8 | -8.0 |
| Receiver63 | 63 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R52-school (C) | 64 | 1 | 0.0 | 56.6 | 66 | 56.6 | 10 | ---- | 56.6 | 0.0 | 8 | -8.0 |
| R49-miniature golf front (E) | 65 | 1 | 0.0 | 63.3 | 66 | 63.3 | 10 | ---- | 63.3 | 0.0 | 8 | -8.0 |
| R49-miniature golf back (E) | 66 | 1 | 0.0 | 56.6 | 66 | 56.6 | 10 | ---- | 56.6 | 0.0 | 8 | -8.0 |
| R49-miniature golf side (E) | 67 | 1 | 0.0 | 60.4 | 66 | 60.4 | 10 | ---- | 60.4 | 0.0 | 8 | -8.0 |
| Receiver68 | 68 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver69 | 69 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R1-residence | 71 | 1 | 0.0 | 64.3 | 66 | 64.3 | 10 | ---- | 64.3 | 0.0 | 8 | -8.0 |
| Receiver72 | 72 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver73 | 73 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |

RESULTS: SOUND LEVELS

56th Street Design/EA Reevaluation

| | | | | | | | | | | | | |
|------------------------------------|-----|--------------|------------------------|------------|------------|------|----|----------|------|-----|---|------|
| Receiver74 | 74 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R2-residence (playground) | 75 | 1 | 0.0 | 55.9 | 66 | 55.9 | 10 | ---- | 55.9 | 0.0 | 8 | -8.0 |
| R2-residence (soccer) | 76 | 1 | 0.0 | 59.4 | 66 | 59.4 | 10 | ---- | 59.4 | 0.0 | 8 | -8.0 |
| Validation Receptor #2 | 77 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R35-residence | 79 | 1 | 0.0 | 57.3 | 66 | 57.3 | 10 | ---- | 57.3 | 0.0 | 8 | -8.0 |
| R50-business office (E) | 80 | 1 | 0.0 | 48.8 | 66 | 48.8 | 10 | ---- | 48.8 | 0.0 | 8 | -8.0 |
| R51-business office (E) | 81 | 1 | 0.0 | 53.4 | 66 | 53.4 | 10 | ---- | 53.4 | 0.0 | 8 | -8.0 |
| R43-Academic Adv playground #1 (C) | 83 | 1 | 0.0 | 47.5 | 66 | 47.5 | 10 | ---- | 47.5 | 0.0 | 8 | -8.0 |
| R43-Academic Adv playground #2 (C) | 84 | 1 | 0.0 | 49.6 | 66 | 49.6 | 10 | ---- | 49.6 | 0.0 | 8 | -8.0 |
| R48-medical office (C) | 86 | 1 | 0.0 | 54.1 | 66 | 54.1 | 10 | ---- | 54.1 | 0.0 | 8 | -8.0 |
| R47-medical office (C) | 87 | 1 | 0.0 | 54.6 | 66 | 54.6 | 10 | ---- | 54.6 | 0.0 | 8 | -8.0 |
| Validation Receptor #3 | 90 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R42-bank (E) | 91 | 1 | 0.0 | 51.0 | 66 | 51.0 | 10 | ---- | 51.0 | 0.0 | 8 | -8.0 |
| R41-medical office (C) | 92 | 1 | 0.0 | 61.6 | 66 | 61.6 | 10 | ---- | 61.6 | 0.0 | 8 | -8.0 |
| Validation Receptor #4 | 93 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R3-residence (razed) (E) | 95 | 1 | 0.0 | 57.8 | 66 | 57.8 | 10 | ---- | 57.8 | 0.0 | 8 | -8.0 |
| Receiver64 | 98 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R53-park (C) | 100 | 1 | 0.0 | 55.0 | 66 | 55.0 | 10 | ---- | 55.0 | 0.0 | 8 | -8.0 |
| Dwelling Units | | # DUs | Noise Reduction | | | | | | | | | |
| | | | Min | Avg | Max | | | | | | | |
| | | | dB | dB | dB | | | | | | | |
| All Selected | | 83 | 0.0 | 0.0 | 0.0 | | | | | | | |
| All Impacted | | 8 | 0.0 | 0.0 | 0.0 | | | | | | | |
| All that meet NR Goal | | 0 | 0.0 | 0.0 | 0.0 | | | | | | | |

RESULTS: SOUND LEVELS

56th Street Design/EA Reevaluation

| | | | | | | | | | | | | |
|--------------------------------------|----|---|-----|------|----|------|----|----------|------|-----|---|------|
| Receiver29 | 29 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver30 | 30 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver31 | 31 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver32 | 32 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R33-residence | 33 | 1 | 0.0 | 49.7 | 66 | 49.7 | 10 | ---- | 49.7 | 0.0 | 8 | -8.0 |
| R2-residence | 34 | 1 | 0.0 | 53.8 | 66 | 53.8 | 10 | ---- | 53.8 | 0.0 | 8 | -8.0 |
| Receiver36 | 36 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R5-residence | 37 | 1 | 0.0 | 64.2 | 66 | 64.2 | 10 | ---- | 64.2 | 0.0 | 8 | -8.0 |
| R4-residence | 38 | 1 | 0.0 | 60.5 | 66 | 60.5 | 10 | ---- | 60.5 | 0.0 | 8 | -8.0 |
| R6-residence | 39 | 1 | 0.0 | 57.8 | 66 | 57.8 | 10 | ---- | 57.8 | 0.0 | 8 | -8.0 |
| R7-residence | 40 | 1 | 0.0 | 55.1 | 66 | 55.1 | 10 | ---- | 55.1 | 0.0 | 8 | -8.0 |
| R8-residence | 41 | 1 | 0.0 | 53.0 | 66 | 53.0 | 10 | ---- | 53.0 | 0.0 | 8 | -8.0 |
| R9-residence | 42 | 1 | 0.0 | 51.1 | 66 | 51.1 | 10 | ---- | 51.1 | 0.0 | 8 | -8.0 |
| R10-residence | 43 | 1 | 0.0 | 49.7 | 66 | 49.7 | 10 | ---- | 49.7 | 0.0 | 8 | -8.0 |
| R34-residence | 45 | 1 | 0.0 | 66.0 | 66 | 66.0 | 10 | Snd Lvl | 66.0 | 0.0 | 8 | -8.0 |
| R36-residence | 46 | 1 | 0.0 | 61.0 | 66 | 61.0 | 10 | ---- | 61.0 | 0.0 | 8 | -8.0 |
| R37-residence | 47 | 1 | 0.0 | 64.2 | 66 | 64.2 | 10 | ---- | 64.2 | 0.0 | 8 | -8.0 |
| R38-residence | 48 | 1 | 0.0 | 61.2 | 66 | 61.2 | 10 | ---- | 61.2 | 0.0 | 8 | -8.0 |
| R11-residence | 49 | 1 | 0.0 | 64.8 | 66 | 64.8 | 10 | ---- | 64.8 | 0.0 | 8 | -8.0 |
| R12-residence | 50 | 1 | 0.0 | 57.8 | 66 | 57.8 | 10 | ---- | 57.8 | 0.0 | 8 | -8.0 |
| R13-residence | 51 | 1 | 0.0 | 54.2 | 66 | 54.2 | 10 | ---- | 54.2 | 0.0 | 8 | -8.0 |
| R39-business office (E) | 52 | 1 | 0.0 | 55.9 | 66 | 55.9 | 10 | ---- | 55.9 | 0.0 | 8 | -8.0 |
| R14-residence | 53 | 1 | 0.0 | 52.3 | 66 | 52.3 | 10 | ---- | 52.3 | 0.0 | 8 | -8.0 |
| R40-medical office (C) | 54 | 1 | 0.0 | 53.0 | 66 | 53.0 | 10 | ---- | 53.0 | 0.0 | 8 | -8.0 |
| R15-residence | 55 | 1 | 0.0 | 50.8 | 66 | 50.8 | 10 | ---- | 50.8 | 0.0 | 8 | -8.0 |
| R16-residence | 56 | 1 | 0.0 | 49.4 | 66 | 49.4 | 10 | ---- | 49.4 | 0.0 | 8 | -8.0 |
| Receiver58 | 58 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R43-Academic Advantage Child Dev (E) | 59 | 1 | 0.0 | 49.1 | 66 | 49.1 | 10 | ---- | 49.1 | 0.0 | 8 | -8.0 |
| R44-dental office (C) | 60 | 1 | 0.0 | 49.2 | 66 | 49.2 | 10 | ---- | 49.2 | 0.0 | 8 | -8.0 |
| R45-business office (E) | 61 | 1 | 0.0 | 49.5 | 66 | 49.5 | 10 | ---- | 49.5 | 0.0 | 8 | -8.0 |
| R46-business office (E) | 62 | 1 | 0.0 | 50.2 | 66 | 50.2 | 10 | ---- | 50.2 | 0.0 | 8 | -8.0 |
| Receiver63 | 63 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R52-school (C) | 64 | 1 | 0.0 | 57.3 | 66 | 57.3 | 10 | ---- | 57.3 | 0.0 | 8 | -8.0 |
| R49-miniature golf front (E) | 65 | 1 | 0.0 | 63.9 | 66 | 63.9 | 10 | ---- | 63.9 | 0.0 | 8 | -8.0 |
| R49-miniature golf back (E) | 66 | 1 | 0.0 | 57.3 | 66 | 57.3 | 10 | ---- | 57.3 | 0.0 | 8 | -8.0 |
| R49-miniature golf side (E) | 67 | 1 | 0.0 | 61.2 | 66 | 61.2 | 10 | ---- | 61.2 | 0.0 | 8 | -8.0 |
| Receiver68 | 68 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver69 | 69 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R1-residence | 71 | 1 | 0.0 | 65.3 | 66 | 65.3 | 10 | ---- | 65.3 | 0.0 | 8 | -8.0 |
| Receiver72 | 72 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver73 | 73 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |

RESULTS: SOUND LEVELS

56th Street Design/EA Reevaluation

| | | | | | | | | | | | | |
|------------------------------------|----|--------------|------------------------|------------|------------|------|----|----------|------|-----|---|------|
| Receiver74 | 74 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R2-residence (playground) | 75 | 1 | 0.0 | 56.9 | 66 | 56.9 | 10 | ---- | 56.9 | 0.0 | 8 | -8.0 |
| R2-residence (soccer) | 76 | 1 | 0.0 | 60.4 | 66 | 60.4 | 10 | ---- | 60.4 | 0.0 | 8 | -8.0 |
| Validation Receptor #2 | 77 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R35-residence | 79 | 1 | 0.0 | 58.3 | 66 | 58.3 | 10 | ---- | 58.3 | 0.0 | 8 | -8.0 |
| R50-business office (E) | 80 | 1 | 0.0 | 49.7 | 66 | 49.7 | 10 | ---- | 49.7 | 0.0 | 8 | -8.0 |
| R51-business office (E) | 81 | 1 | 0.0 | 54.2 | 66 | 54.2 | 10 | ---- | 54.2 | 0.0 | 8 | -8.0 |
| R43-Academic Adv playground #1 (C) | 83 | 1 | 0.0 | 48.4 | 66 | 48.4 | 10 | ---- | 48.4 | 0.0 | 8 | -8.0 |
| R43-Academic Adv playground #2 (C) | 84 | 1 | 0.0 | 50.5 | 66 | 50.5 | 10 | ---- | 50.5 | 0.0 | 8 | -8.0 |
| R48-medical office (C) | 86 | 1 | 0.0 | 54.9 | 66 | 54.9 | 10 | ---- | 54.9 | 0.0 | 8 | -8.0 |
| R47-medical office (C) | 87 | 1 | 0.0 | 55.5 | 66 | 55.5 | 10 | ---- | 55.5 | 0.0 | 8 | -8.0 |
| Validation Receptor #3 | 90 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R42-bank (E) | 91 | 1 | 0.0 | 51.9 | 66 | 51.9 | 10 | ---- | 51.9 | 0.0 | 8 | -8.0 |
| R41-medical office (C) | 92 | 1 | 0.0 | 62.6 | 66 | 62.6 | 10 | ---- | 62.6 | 0.0 | 8 | -8.0 |
| Validation Receptor #4 | 93 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R3-residence (razed) (E) | 95 | 1 | 0.0 | 58.8 | 66 | 58.8 | 10 | ---- | 58.8 | 0.0 | 8 | -8.0 |
| Receiver64 | 97 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R53-park (C) | 99 | 1 | 0.0 | 56.0 | 66 | 56.0 | 10 | ---- | 56.0 | 0.0 | 8 | -8.0 |
| Dwelling Units | | # DUs | Noise Reduction | | | | | | | | | |
| | | | Min | Avg | Max | | | | | | | |
| | | | dB | dB | dB | | | | | | | |
| All Selected | | 83 | 0.0 | 0.0 | 0.0 | | | | | | | |
| All Impacted | | 9 | 0.0 | 0.0 | 0.0 | | | | | | | |
| All that meet NR Goal | | 0 | 0.0 | 0.0 | 0.0 | | | | | | | |

RESULTS: SOUND LEVELS

56th Street Design/EA Reevaluation

| | | | | | | | | | | | | |
|---|----|---|-----|------|----|------|----|----------|------|-----|---|------|
| Receiver29 | 29 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver30 | 30 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver31 | 31 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver32 | 32 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R33-residence | 33 | 1 | 0.0 | 52.7 | 66 | 52.7 | 10 | ---- | 51.3 | 1.4 | 8 | -6.6 |
| R2-residence | 34 | 1 | 0.0 | 55.5 | 66 | 55.5 | 10 | ---- | 55.5 | 0.0 | 8 | -8.0 |
| Receiver36 | 36 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R5-residence | 37 | 1 | 0.0 | 65.6 | 66 | 65.6 | 10 | ---- | 65.6 | 0.0 | 8 | -8.0 |
| R4-residence | 38 | 1 | 0.0 | 62.6 | 66 | 62.6 | 10 | ---- | 62.6 | 0.0 | 8 | -8.0 |
| R6-residence | 39 | 1 | 0.0 | 60.6 | 66 | 60.6 | 10 | ---- | 60.6 | 0.0 | 8 | -8.0 |
| R7-residence | 40 | 1 | 0.0 | 58.3 | 66 | 58.3 | 10 | ---- | 58.3 | 0.0 | 8 | -8.0 |
| R8-residence | 41 | 1 | 0.0 | 56.7 | 66 | 56.7 | 10 | ---- | 56.7 | 0.0 | 8 | -8.0 |
| R9-residence | 42 | 1 | 0.0 | 55.0 | 66 | 55.0 | 10 | ---- | 55.0 | 0.0 | 8 | -8.0 |
| R10-residence | 43 | 1 | 0.0 | 53.8 | 66 | 53.8 | 10 | ---- | 53.7 | 0.1 | 8 | -7.9 |
| R34-residence | 45 | 1 | 0.0 | 68.8 | 66 | 68.8 | 10 | Snd Lvl | 62.2 | 6.6 | 8 | -1.4 |
| R36-residence | 46 | 1 | 0.0 | 63.8 | 66 | 63.8 | 10 | ---- | 63.5 | 0.3 | 8 | -7.7 |
| R37-residence | 47 | 1 | 0.0 | 67.2 | 66 | 67.2 | 10 | Snd Lvl | 64.6 | 2.6 | 8 | -5.4 |
| R38-residence | 48 | 1 | 0.0 | 63.7 | 66 | 63.7 | 10 | ---- | 62.3 | 1.4 | 8 | -6.6 |
| R11-residence | 49 | 1 | 0.0 | 66.1 | 66 | 66.1 | 10 | Snd Lvl | 64.8 | 1.3 | 8 | -6.7 |
| R12-residence | 50 | 1 | 0.0 | 59.3 | 66 | 59.3 | 10 | ---- | 57.0 | 2.3 | 8 | -5.7 |
| R13-residence | 51 | 1 | 0.0 | 56.7 | 66 | 56.7 | 10 | ---- | 55.1 | 1.6 | 8 | -6.4 |
| R39-business office (E) | 52 | 1 | 0.0 | 58.5 | 66 | 58.5 | 10 | ---- | 57.3 | 1.2 | 8 | -6.8 |
| R14-residence | 53 | 1 | 0.0 | 55.3 | 66 | 55.3 | 10 | ---- | 54.1 | 1.2 | 8 | -6.8 |
| R40-medical office (C) | 54 | 1 | 0.0 | 56.4 | 66 | 56.4 | 10 | ---- | 55.6 | 0.8 | 8 | -7.2 |
| R15-residence | 55 | 1 | 0.0 | 53.9 | 66 | 53.9 | 10 | ---- | 52.9 | 1.0 | 8 | -7.0 |
| R16-residence | 56 | 1 | 0.0 | 52.5 | 66 | 52.5 | 10 | ---- | 51.5 | 1.0 | 8 | -7.0 |
| Receiver58 | 58 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R43-Academic Advantage Child Dev (E) | 59 | 1 | 0.0 | 51.8 | 66 | 51.8 | 10 | ---- | 50.4 | 1.4 | 8 | -6.6 |
| R44-dental office (C) | 60 | 1 | 0.0 | 51.8 | 66 | 51.8 | 10 | ---- | 50.3 | 1.5 | 8 | -6.5 |
| R45-business office (E) | 61 | 1 | 0.0 | 52.1 | 66 | 52.1 | 10 | ---- | 50.1 | 2.0 | 8 | -6.0 |
| R46-business office (E) | 62 | 1 | 0.0 | 52.6 | 66 | 52.6 | 10 | ---- | 50.2 | 2.4 | 8 | -5.6 |
| Receiver63 | 63 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R52-school (C) | 64 | 1 | 0.0 | 59.3 | 66 | 59.3 | 10 | ---- | 59.3 | 0.0 | 8 | -8.0 |
| R49-miniature golf front (E) / for BE 3 | 65 | 1 | 0.0 | 66.2 | 66 | 66.2 | 10 | Snd Lvl | 58.5 | 7.7 | 8 | -0.3 |
| R49-miniature golf back (E) | 66 | 1 | 0.0 | 59.1 | 66 | 59.1 | 10 | ---- | 55.6 | 3.5 | 8 | -4.5 |
| R49-miniature golf side (E) | 67 | 1 | 0.0 | 63.1 | 66 | 63.1 | 10 | ---- | 62.5 | 0.6 | 8 | -7.4 |
| Receiver68 | 68 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver69 | 69 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R1-residence | 71 | 1 | 0.0 | 65.3 | 66 | 65.3 | 10 | ---- | 65.3 | 0.0 | 8 | -8.0 |
| Receiver72 | 72 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| Receiver73 | 73 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |

RESULTS: SOUND LEVELS

56th Street Design/EA Reevaluation

| | | | | | | | | | | | | |
|------------------------------------|-----|--------------|------------------------|------------|------------|------|----|----------|------|-----|---|------|
| Receiver74 | 74 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R2-residence (playground) | 75 | 1 | 0.0 | 57.6 | 66 | 57.6 | 10 | ---- | 57.6 | 0.0 | 8 | -8.0 |
| R2-residence (soccer) | 76 | 1 | 0.0 | 60.8 | 66 | 60.8 | 10 | ---- | 60.8 | 0.0 | 8 | -8.0 |
| Validation Receptor #2 | 77 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R35-residence | 79 | 1 | 0.0 | 60.8 | 66 | 60.8 | 10 | ---- | 59.9 | 0.9 | 8 | -7.1 |
| R50-business office (E) | 80 | 1 | 0.0 | 51.4 | 66 | 51.4 | 10 | ---- | 51.3 | 0.1 | 8 | -7.9 |
| R51-business office (E) | 81 | 1 | 0.0 | 55.7 | 66 | 55.7 | 10 | ---- | 55.7 | 0.0 | 8 | -8.0 |
| R43-Academic Adv playground #1 (C) | 83 | 1 | 0.0 | 50.8 | 66 | 50.8 | 10 | ---- | 49.2 | 1.6 | 8 | -6.4 |
| R43-Academic Adv playground #2 (C) | 84 | 1 | 0.0 | 52.9 | 66 | 52.9 | 10 | ---- | 51.5 | 1.4 | 8 | -6.6 |
| R48-medical office (C) | 86 | 1 | 0.0 | 56.5 | 66 | 56.5 | 10 | ---- | 52.4 | 4.1 | 8 | -3.9 |
| R47-medical office (C) | 87 | 1 | 0.0 | 57.8 | 66 | 57.8 | 10 | ---- | 56.3 | 1.5 | 8 | -6.5 |
| Validation Receptor #3 | 90 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R42-bank (E) | 91 | 1 | 0.0 | 53.3 | 66 | 53.3 | 10 | ---- | 50.7 | 2.6 | 8 | -5.4 |
| R41-medical office (C) | 92 | 1 | 0.0 | 65.6 | 66 | 65.6 | 10 | ---- | 56.4 | 9.2 | 8 | 1.2 |
| Validation Receptor #4 | 93 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R3-residence (razed) (E) | 95 | 1 | 0.0 | 59.9 | 66 | 59.9 | 10 | ---- | 59.9 | 0.0 | 8 | -8.0 |
| Receiver64 | 97 | 1 | 0.0 | 0.0 | 66 | 0.0 | 10 | inactive | 0.0 | 0.0 | 8 | 0.0 |
| R53-park (C) | 99 | 1 | 0.0 | 58.9 | 66 | 58.9 | 10 | ---- | 58.4 | 0.5 | 8 | -7.5 |
| R54 for BE 1 | 101 | 1 | 0.0 | 66.3 | 66 | 66.3 | 10 | Snd Lvl | 59.2 | 7.1 | 8 | -0.9 |
| R55 for BE 2 | 102 | 1 | 0.0 | 65.5 | 66 | 65.5 | 10 | ---- | 60.3 | 5.2 | 8 | -2.8 |
| Receiver65 | 104 | 1 | 0.0 | 65.0 | 66 | 65.0 | 10 | ---- | 59.8 | 5.2 | 8 | -2.8 |
| Dwelling Units | | # DUs | Noise Reduction | | | | | | | | | |
| | | | Min | Avg | Max | | | | | | | |
| | | | dB | dB | dB | | | | | | | |
| All Selected | | 86 | 0.0 | 2.0 | 12.3 | | | | | | | |
| All Impacted | | 13 | 1.3 | 8.6 | 12.3 | | | | | | | |
| All that meet NR Goal | | 9 | 9.2 | 10.7 | 12.3 | | | | | | | |

NDOR's Noise Analysis & Abatement Policy (July 13, 2011)

NEBRASKA DEPARTMENT OF ROADS

Noise Analysis and Abatement Policy

By
Nebraska Department of Roads
Planning and Project Development Division
Noise and Air Section
Lincoln, NE

7/13/2011
Effective Date

Monty Fredrickson

7/13/2011

Nebraska Department of Roads
Director/State Engineer

Date

Joseph Werning

7/13/2011

Division Administrator
Federal Highway Administration

Date

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INTRODUCTION

This document contains the Nebraska Department of Roads' (NDOR) policy on highway traffic noise and construction noise. This policy describes the NDOR's implementation of the requirements of the Federal Highway Administration (FHWA) Noise Standard at 23 Code of Federal Regulations (CFR) Part 772 (see Appendix). This policy was developed by NDOR and reviewed and concurred with by FHWA.

During the rapid expansion of the Interstate Highway System and other roadways in the 20th century, communities began to recognize that highway traffic noise and construction noise had become important environmental impacts. In the 1972 Federal-aid Highway Act, Congress required FHWA to develop a noise standard for new Federal-aid highway projects. While providing national criteria and requirements for all highway agencies, the FHWA Noise Standard gives highway agencies flexibility that reflects state-specific attitudes and objectives in approaching the problem of highway traffic and construction noise. This policy contains the NDOR's policy on how highway traffic noise impacts are defined, noise abatement is evaluated, noise abatement decisions are made, and how noise impacts/abatement are decided for highway projects.

In addition to defining traffic noise impacts, the FHWA Noise Standard requires that noise abatement measures be considered when traffic noise impacts are identified for Type I Federal projects. Noise abatement measures that are found to be feasible and reasonable must be constructed for such projects. Feasible and reasonable noise abatement measures are eligible for Federal-aid participation at the same ratio or percentage as other eligible project costs.

PURPOSE

This policy describes the NDOR program to implement 23 CFR 772. Where FHWA has given NDOR flexibility in implementing the standard, this policy describes the NDOR approach to implementation.

NOISE STANDARDS

This policy outlines the NDOR program to implement the FHWA Noise Standards found in 23 CFR 772. They include traffic noise prediction requirements, noise analyses, noise abatement criteria, and requirements for informing local officials.

DEFINITIONS

Acoustic Feasibility – NDOR has established that a minimum of 60% of front row impacted receptors directly behind the noise wall (noise wall must extend entirely across impacted receptor's property line) must achieve a 5 dB(A) noise reduction in order for noise abatement to be feasible.

Benefited Receptor - The recipient of an abatement measure that receives a noise reduction at or above the minimum threshold of 5 dB(A).

Common Noise Environment - A group of receptors within the same Activity Category in the Noise Abatement Criteria Table (pg 15) that have similar topographic features and are exposed to similar noise sources and levels such as, traffic volume, mix, and speed. Generally, common noise environments occur between two secondary noise sources, such as interchanges, intersections, cross-roads.

Date of Public Knowledge - The approval date of the Categorical Exclusion (CE), the Finding of No Significant Impact (FONSI), or the Record of Decision (ROD), defined in 23 CFR part 771.

Design Year - The future year used to estimate the probable traffic volume for which a highway is designed.

Existing Noise Levels - The worst noise hour resulting from the combination of natural and mechanical sources and human activity usually present in a particular area.

Feasibility - The combination of acoustical and engineering factors considered in the evaluation of a noise abatement measure.

Impacted Receptor - The recipient that has a traffic noise impact. For levels for impact determination see NAC Table pg. 15.

Leq - The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period, with Leq(h) being the hourly value of Leq.

Multi-family Dwelling - A residential structure containing more than one residence. Each residence in a multi-family dwelling shall be counted as one receptor when determining impacted and benefited receptors.

Noise Abatement Criteria (NAC) - Traffic noise levels set by the FHWA to determine a traffic noise impact, or the absolute levels where abatement must be considered. Based on the land use adjacent to traffic noise, the NAC is organized by activity categories A-G each with a specific noise level that determines an impact.

Noise Barrier - A physical obstruction that is constructed between the highway noise source and the noise sensitive receptor(s) that lowers the noise level, including stand alone noise walls, noise berms (earth or other material), and combination berm/wall systems.

Noise Reduction Design Goal(Reasonable) – NDOR has established that a minimum of 40% of front row benefited receptors directly behind the noise wall (noise wall must extend entirely across benefited receptor's property line) must achieve a 7 dB(A) noise reduction in order for noise abatement to be reasonable.

Permitted - A definite commitment to develop land with an approved specific design of land use activities as evidenced by the issuance of a building permit.

Property Owner - An individual or group of individuals that holds a title, deed, or other legal documentation of ownership of a property or a residence.

Reasonableness - The combination of social, economic, and environmental factors considered in the evaluation of a noise abatement measure.

Receptor - A discrete or representative location of a noise sensitive area(s), for any of the land uses listed in the NAC Table pg. 15.

Residence - A single-family dwelling or a unit in a multi-family dwelling.

Statement of Likelihood - A statement provided in the environmental clearance document based on the feasibility and reasonableness analysis completed at the time the environmental document is being approved.

Substantial Construction - The granting of a building permit as it applies to development of land adjacent to the highway prior to right-of-way acquisition or construction approval of the highway.

Substantial Noise Increase - One of two types of highway traffic noise impacts. For a Type I project, NDOR has established that an increase in noise levels of 15 dB(A) in the design year over the existing noise level is classified as a substantial noise increase.

Traffic Noise Impacts - Design year build condition noise levels that approach or exceed the NAC listed in the NAC Table pg. 15 for the future build condition; or design year build condition noise levels that create a substantial noise increase over existing noise levels.

Type I Project.

- (1) The construction of a highway on new location; or,
- (2) The physical alteration of an existing highway where there is either:
 - (i) Substantial Horizontal Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or,
 - (ii) Substantial Vertical Alteration. A project that removes shielding therefore exposing the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor; or,
- (3) The addition of a through-traffic lane(s), including the addition of a through-traffic lane that functions as a HOV lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane; or,
- (4) The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or
- (5) The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or,
- (6) Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or,
- (7) The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.
- (8) If a project is determined to be a Type I project under this definition then the entire project area as defined in the environmental document is a Type I project.

Type II Project - A Federal or Federal aid highway project for noise abatement on an existing highway. NDOR does not have a Type II program.

Type III Project - A Federal or Federal aid highway project that does not meet the classifications of a Type I or Type II project. Type III projects do not require a noise analysis. Overlays and non-capacity adding bridge work are examples of Type III projects.

APPLICABILITY

This policy applies to all Type I Federal highway projects in the State of Nebraska; that is, any projects that receive Federal-aid funds or are otherwise subject to FHWA approval. They include Federal projects that are administered by Local Public Agencies (LPAs) as well as NDOR.

If there are any questions about whether a project is subject to this policy or the FHWA Noise Standard, contact the NDOR Noise and Air section at 402-479-4684. Due to the long lead time to complete a traffic noise study, it is critical to determine if a noise study is necessary early in project scoping.

The requirements of this policy apply uniformly and consistently to all Type I Federal projects throughout the State.

Type II Program. The State of Nebraska does not have a Type II program.

TRAFFIC NOISE PREDICTION

NDOR utilizes the "FHWA Traffic Noise Model" (TNM) as the method to predict traffic noise levels. Any noise analysis on a Type I project must use the latest FHWA TNM as per 23 CFR 772.9. TNM Look-up tables cannot be used to predict noise levels on any project.

Future noise levels must be predicted for all reasonable alternatives under detailed study in the National Environmental Policy Act (NEPA) process using forecasted traffic volumes at least 20 years after the year of construction. Traffic conditions representing the peak noise hour are required as TNM inputs. The peak noise hour may not be the peak traffic hour in urban areas as congestion can slow traffic which reduces noise levels. Average pavement type shall be used in the FHWA TNM unless NDOR substantiates the use of a different type for approval by the FHWA.

Refer the *TNM Users Guide* which can be found on the FHWA website for instructional guidance and additional information on TNM parameters.

ANALYSIS OF TRAFFIC NOISE IMPACTS

Existing noise levels are determined by applying TNM when the noise is predominantly due to highway traffic during the peak noise hour. Field measurements are taken to validate the results of the traffic noise model and for proposed highways on new alignments where no highway currently exists. Field measurements must be taken at exterior areas of frequent human use or at the ROW line to establish the background noise levels for the area.

When field measurements are taken, an ANSI Type 1 or 2 noise meter shall be used per 23 CFR 772.11. The traffic will be counted during the noise readings and separated into 3 categories: autos, medium trucks, and heavy trucks. Each noise reading will be at least 15 minutes in length for adequate measurement. Due to noise interference from high winds, noise meter readings are not taken in wind speeds that are 12 mph or greater. In identifying noise impacts, the noise receptors will represent an exterior area of frequent human use. Noise modeling or field measurements will employ the noise receptors at these locations. All measurements are performed in accordance with methodology presented in Measurement of Highway Related Noise FHWA-PD-96-046.

For Type I projects, a traffic noise analysis is required for all build alternatives under detailed study in the NEPA process. That is, all reasonable alternatives that have been retained for detailed analysis in the categorical exclusion documentation, environmental assessment or environmental impact statement and NOT rejected as unreasonable during the alternatives screening process. For Tier 1 Environmental Impact Statements or other studies that will examine broad corridors, the appropriate scope and methodology of the noise analysis should be discussed with FHWA and other participating agencies early in the project planning process.

If any segment or component of an alternative meets the definition of a Type I project, then the entire alternative is considered to be Type I and is subject to the noise analysis requirements.

For Type I projects, the noise study area will be from the beginning project construction point to the ending project construction point for the design year for the build alternatives.

Identification of possible noise receptors within the project:

1. Minimum distance to look for receptors is 300 feet from the edge of pavement.
2. If an impact is identified at 300 feet, the next closest receptors would need to be analyzed until a distance where impacts are no longer identified is reached.
3. If no receptors are located within 300 feet, then the closest receptors would need to be analyzed.
4. NDOR is required to identify all expected highway traffic noise impacts from the project. In cases where the roadway is on fill, the analysis area may need to be extended to ensure that all impacts are identified.

The noise analysis must include analysis for each Activity Category present in the study area. For a detailed, full listing of land uses refer to the NAC Table on page 15 of this document.

Activity Category A (lands on which serenity and quiet are of extraordinary significance and serve an important public need)

The highway agency must submit justifications to FHWA on a case-by-case basis to designate any lands as Category A.

Activity Category B (exterior areas of single-family and multi-family dwellings)

The location of receivers in single-family and multi-family dwellings will be in the area of frequent human use. Typically this is the side yard or backyard of the residence. In the extremely rare occasion that no external area of frequent use can be determined (no balconies, playgrounds, swimming pools, picnic areas, etc.) then no further noise analysis would be needed for the dwelling and no noise abatement would be considered for the dwelling.

Activity Category C (exterior areas of non-residential lands such as schools, parks, cemeteries, etc)

The number of receivers analyzed in this category will be based upon the average frontage of the activity category B developments within the project limits. For example, if the average lot frontage of all the category B developments is 50 feet wide, a category C development that has a frontage of 500 feet long would analyze 10 receivers. Receptors will be placed at areas of

frequent human use and will be placed in the area that best represents the worst expected traffic noise condition as to prevent shielding by objects or buildings. The owner of the development or the agency unit directly responsible for the property will receive the votes from only the benefited receptors. See voting on page 10 of this policy.

Activity Category D (interiors of Category C facilities)

NDOR shall conduct an indoor analysis after a determination is made that exterior abatement measures will not be feasible and reasonable. An indoor analysis shall only be done after exhausting all outdoor analysis options. In situations where no exterior activities are to be affected by the traffic noise, or where the exterior activities are far from or physically shielded from the roadway in a manner that prevents an impact on exterior activities, the highway agency shall use Activity Category D as the basis of determining noise impacts. For indoor analysis, noise meter readings will be taken at areas of frequent human use closest to the noise source. The number of votes for this category is based upon the average frontage of the activity category B developments within the project limits. For example, if the average lot frontage of all the category B developments is 50 feet wide, a category D development with a frontage width of 200 feet would receive 4 votes to approve/disapprove noise abatement. The cost/benefitted receiver is calculated based on the cost of the interior noise abatement.

Activity Category E (exteriors of developed lands less sensitive to highway noise)

The number of receivers analyzed in this category will be based upon the length of the property frontage adjacent to the roadway. For every 200 feet of frontage that an activity category E occupies, a receiver will be analyzed at a place of frequent human use. For example, a category E development with a frontage width of 1000 feet would analyze 5 receivers at areas of frequent human use. The owner of the development or the agency unit directly responsible for the property will receive the votes from only the benefited receptors.

Activity Category F (land uses that are not sensitive to highway traffic noise)

No highway noise analysis is required under 23 CFR 772.

Activity Category G (undeveloped land)

Land that is permitted for development (that is, a building permit has been issued on or before the date of public knowledge), that land shall be analyzed under the Activity Category for that type of development.

For land that is not permitted for development by the date of public knowledge, the highway agency shall determine future noise levels pursuant to 23 CFR 772.17(a). The results shall be documented in the project environmental documentation and in the noise analysis report. At a minimum, the analysis should report the distance - measured from the proposed edge of the traveled way - to the NAC for all exterior land use categories. Any noise abatement for such lands shall not be eligible for Federal-aid participation.

NDOR Definition of "Approach Level" for NAC.

The Department has established that a noise level of one decibel less than the NAC in the FHWA Noise Standards constitutes "approaching" the NAC for Activity Categories A-E.

NDOR Definition of "Substantial Increase over Existing Noise Level"

NDOR has defined a substantial increase as a 15 dB(A) over existing noise levels. A substantial increase is independent of the absolute noise level. A substantial noise increase is a noise impact, even if the future noise level is lower than the NAC.

For Type I projects, receptors will be identified with street addresses when possible and always with numeric labels.

ANALYSIS OF NOISE ABATEMENT MEASURES

For Type I projects noise abatement measures shall be considered and evaluated for feasibility and reasonableness where predicted traffic noise levels approach or exceed the noise abatement criteria, or when the predicted traffic noise levels substantially exceed the existing noise levels. In abating traffic noise impacts, NDOR shall give primary consideration to exterior area of frequent human use. When considering abatement measures, NDOR factors the costs and effects of each abatement measure against the amount of benefit. Even if found feasible for a particular area, noise abatement may not be reasonable and will not be applied.

Noise Barriers: Barriers are considered as a possible means of noise abatement on Type I federally funded projects where traffic noise is predicted to impact adjacent land uses. Barriers are considered effective when blocking the "line of sight" between the noise source and the noise receiver.

The use of quieter pavements is not an acceptable Federal-aid noise abatement measure for federally funded projects unless approved by the FHWA for a Quiet Pavement Pilot Program. The planting of vegetation is also not a form of Federal-aid noise abatement given that only dense stands of evergreen trees at least 200 feet deep will reduce noise levels.

FEASIBILITY

Acoustic Feasibility - A noise abatement device is considered acoustically feasible when 60% of the front row impacted receivers located directly behind the noise wall (noise wall must extend entirely across impacted receptor's property line) achieves a 5 dB(A) noise reduction. Other significant noise levels within the project area will not prevent acoustic feasibility as long as TNM demonstrates that a wall achieves the 5 dB(A) noise reduction from traffic alone.

Engineering Feasibility - The determination that it is possible to design and construct a noise abatement measure. The following items will be considered in determining Engineering feasibility:

1. Can the barrier be designed to fit the topography and still be maintained?
2. Can the exposed height of a noise barrier be built at 30 feet high or less?
3. Safety concerns:
 - A. Can the barrier be located beyond the clear recovery zone?
 - B. Can the barrier be incorporated into existing or designed highway barriers?

If any of the feasibility items 1-3 are checked "NO", the site will be considered not feasible. If the site is considered not feasible, a reasonable analysis will not be done.

REASONABLENESS

There are three reasonableness factors or "tests" that must be met for a noise abatement measure to be considered reasonable.

1. **Noise reduction design goal of 7 dB(A).** A minimum of 40% of benefited front row receptors directly behind the noise wall (noise wall must extend entirely across benefited receptor's property line) must achieve a 7 dB(A) noise reduction in order for noise abatement to be reasonable.
2. **Cost Effectiveness.** Noise abatement must be cost effective. NDOR defines cost effectiveness as dollars per benefited receiver. Based on construction price estimates for 2010, NDOR will use \$44/ft² (re-evaluated every 5 years) for barrier costs. If the cost per benefited receiver is greater than \$40,000, the site will be considered not reasonable. The cost of utility relocation, drainage control, and ROW acquisition will be factored into the cost effectiveness of noise abatement. Aesthetic treatment is not factored into cost.
3. **Viewpoints of the property owners and residents of the benefited receptors.** When it is determined that it would be feasible to provide noise abatement for a site, and a preliminary determination has been made that abatement would be reasonable, a noise abatement public informational meeting will be held as part of the process for a final determination of whether abatement would be reasonable. The benefited property owners and residents will be given an opportunity to vote in the form of a ballot vote (example ballot on pg. 18). NDOR defines a benefited receptor as achieving at least a 5 dB(A) reduction. The benefited property owners and residents will receive a ballot and information packet (map showing the project area and where the proposed noise wall is, a description of the project, anticipated season and year for start of construction, and an example of a completed ballot with how many points the voters ballot will be worth) through certified mail 15 days prior to the public meeting for noise abatement. Ballots are

due 15 days after the meeting date and can be mailed back or returned in person. If property owners or residents have not returned a ballot by 15 days after the public meeting date, a second ballot will be mailed. If the second ballot is not returned within 15 days after it is received, the property owner or resident will not have a vote (NDOR will account for delivery time). Ballots will also be available at the public information meeting.

This public outreach (letters and informational meeting) will be conducted in compliance with the most current, approved version of the NDOR Public Involvement Plan. In addition, early in the NEPA process, protected populations within the environmental study area were identified. If protected populations occur within your study area, the project proponent must be able to demonstrate due diligence to engage these populations. For local governments, coordinate with your Local Project Division Project Coordinator who will consult with a Civil Rights Coordinator for guidance on conducting public outreach in protected populations. NDOR employees conducting public outreach in protected population areas will contact the NDOR Civil Rights Coordinator for guidance.

Noise abatement will be provided only if at least 75% of points from returned ballots are in favor of the proposed noise barrier as a strong majority has historically worked well in Nebraska. If the benefited property owners and residents reject the construction of a noise abatement device, their area will not be reconsidered for future noise abatement unless another Type I project is proposed for the area or if there is a re-evaluation on the current project.

Voting

Consideration of the viewpoints of all the benefited receptors shall be solicited, with weighted voting applied to the first-row owners who live in the residence. Each benefited resident will get one point per ballot. Each owner of a benefited dwelling will also get one point per ballot. Owners who live in a benefited dwelling will receive 1 point per ballot. Owners who live in a benefited first-row dwelling will receive 1 point per ballot. The most points per unit possible are 4. If a unit is un-occupied then this unit will only receive one point by the owner of the unit regardless of where the property is located. See pg 19 of this policy for a visual aid of the voting process.

All residences/dwellings/units

- 1 point per ballot for all residents of a unit or dwelling
- 1 point per ballot for all benefited property owners

Front row residences/dwellings/units only

- 1 point per ballot for benefited front row property owners
- 1 point per ballot for benefited front row property owners living in the dwelling or unit

Examples:

Single-family dwelling (not owner occupied) not on front row = 2 points per ballot:
1 point per ballot vote for all residents of a unit or dwelling (renter)
1 point per ballot for all benefited property owners

Single-family dwelling owner occupied not on front row = 2 points per ballot:
1 point per ballot for all residents of a unit or dwelling (owner)
1 point per ballot for all benefited property owners

Single-family dwelling (not owner occupied) on front row = 3 points per ballot:

- 1 point per ballot for all residents of a unit or dwelling
- 1 point per ballot for all benefited property owners
- 1 point per ballot for benefited front row property owners

Single-family dwelling owner occupied on front row = 4 points per ballot:

- 1 point per ballot for all residents of a unit or dwelling
- 1 point per ballot for all benefited property owners
- 1 point per ballot for benefited front row property owners
- 1 point per ballot for benefited front row property owners living in the dwelling or unit

Multi-family dwelling 6 benefited receivers, one unit owner occupied, not on front row = 12 votes:

Rented Units = 10 points:

- 1 point per ballot one for each renter = 5 points
- 1 point per ballot for each rented unit for owner = 5 points to owner

Owner occupied unit = 2 points per ballot

- 1 point per ballot vote for all residents of a unit or dwelling
- 1 point per ballot for all benefited property owners

Multi-family dwelling with 6 benefited receivers, one unit owner occupied, front row = 19 points:

Rented Units = 15 points:

- 1 point per ballot one for each renter = 5 points
- 1 point per ballot for each rented unit for owner = 5 points to owner
- 1 point per ballot for benefited front row property owners = 5 points to owner

Owner occupied unit = 4 points per ballot:

- 1 point per ballot for all residents of a unit or dwelling
- 1 point per ballot for all benefited property owners
- 1 point per ballot for benefited front row property owners
- 1 point per ballot for benefited front row property owners living in the dwelling or unit

Multi-family dwelling with 6 benefited receivers not on front row = 12 points:

Rented Units = 12 points per ballots

- 1 point per ballot for each renter = 6 points
- 1 point per ballot for each rented unit for owner = 6 points to owner

Multi-family dwelling with 6 benefited receivers on front row = 18 points:

Rented Units = 18 points

- 1 point per ballot one for each renter = 6 points
- 1 point per ballot for each rented unit for owner = 6 points to owner
- 1 point per ballot for benefited front row property owners = 6 points to owner

NEPA

Information Required for NEPA Decision: Prior to CE approval or issuance of a FONSI or ROD for a Type I project, the NDOR must:

1. Identify and document the locations where noise impacts will occur;
2. Identify and document the noise abatement measures that are feasible and reasonable, and are likely to be incorporated into the project.
3. Identify and document noise impacts for which no abatement appears to be feasible and reasonable.
4. Make every effort to complete a feasibility and reasonableness determination during the NEPA process. If there is not enough design information to determine feasibility and reasonableness, then a mitigation measure shall be included in the NEPA document to complete the process when the design information is available. The completion of the process shall be documented, with the documentation provided to FHWA prior to PS&E.
5. Re-evaluate noise studies to determine if the analysis is still valid in cases where design changes affecting noise (Type I project) are made after NEPA or after the completion of a noise study.
6. Identify and document possible construction noise impacts and associated mitigation in the NEPA document.

Third Party Funding - For Federal projects, third party funding CANNOT be used if the noise abatement measure would require additional funding from the third party to be considered feasible and/or reasonable. Third party funding can only be used to pay for additional features such as landscaping, aesthetic treatments or absorptive treatments for noise barriers that already meet cost-effectiveness criteria.

INFORMATION FOR LOCAL OFFICIALS

In an effort to prevent future traffic noise impacts on currently undeveloped lands, NDOR shall inform local officials within whose jurisdiction the transportation facility project is located of the following:

- (a) The best estimation of future noise levels (for various distances from the highway improvement) for developed and undeveloped lands and properties in the immediate vicinity of the transportation facility,
- (b) Information that may be useful to local communities to protect future land development from becoming incompatible with anticipated highway noise levels, and
- (c) Non-eligibility for Federal-aid participation for Type II projects as described in §772.13(b) of this chapter.

For Type I projects where there are undeveloped lands the flow chart at the end of this policy titled *Final Noise Summary Report Process* illustrates the process for informing local officials of noise compatible land use planning concepts.

FEDERAL PARTICIPATION

Federal funds may be used for noise abatement measures when:

1. Traffic noise impacts have been identified
2. Abatement measures have been determined feasible and reasonable per this noise policy.

CONSTRUCTION NOISE

The evaluation and control of construction noise must be considered as well as the traffic noise. The noise sensitive receptors that are located directly adjacent to this project are those that are of major concern in this study of construction noise. These same receptors were also of concern in the traffic noise study.

The following are some basic categories of mitigation measures for construction noise.

Design Considerations: This includes measures in the plans and specifications to minimize or eliminate adverse impacts.

Community Awareness: It is important for people to be made aware of the possible inconvenience and to know its approximate duration so they can plan their activities accordingly. It is the policy of the NDOR that information concerning the upcoming project construction is submitted to all local news media.

Source Control: This involves reducing noise impacts from construction by controlling the noise emissions at their source. This can be accomplished by specifying proper muffler systems, either as a requirement in the plans and specifications on this project or through an established local noise ordinance requiring mufflers. Contractors generally maintain proper muffler systems on their equipment to ensure efficient operation and to minimize noise for the benefit of their own personnel as well as the adjacent receptors.

Site Control: Site control involves the specification of certain areas where extra precautions should be taken to minimize construction noise. One way to reduce construction noise impact at sensitive receptors is to operate stationary equipment, such as air compressors or generators, as far away from the sensitive receptors as possible. Another method might be placing a temporary noise barrier in front of the equipment. As a general rule, good coordination between the project engineer, the contractor, and the affected receptors is less confusing, less likely to increase the cost of the project, and is a more personal approach to work out ways to minimize construction noise impacts in the more noise-sensitive areas. No specific construction-noise, site-control specifications will be included in the policy.

Time and Activity Constraints: Limiting work hours on a construction site can be very beneficial during the hours of sleep or on Sundays and holidays. However, most construction activities do not occur at night and usually not on Sundays. Exceptions due to weather, schedule, night time work to benefit day time traffic operations and a time-related phase of construction work could occur. No specific constraints will be incorporated in this policy. Enforcement of these constraints could be handled through a general city or county ordinance, either listing the exceptions or granting them on a case-by-case basis.

NOISE ABATEMENT CRITERIA TABLE

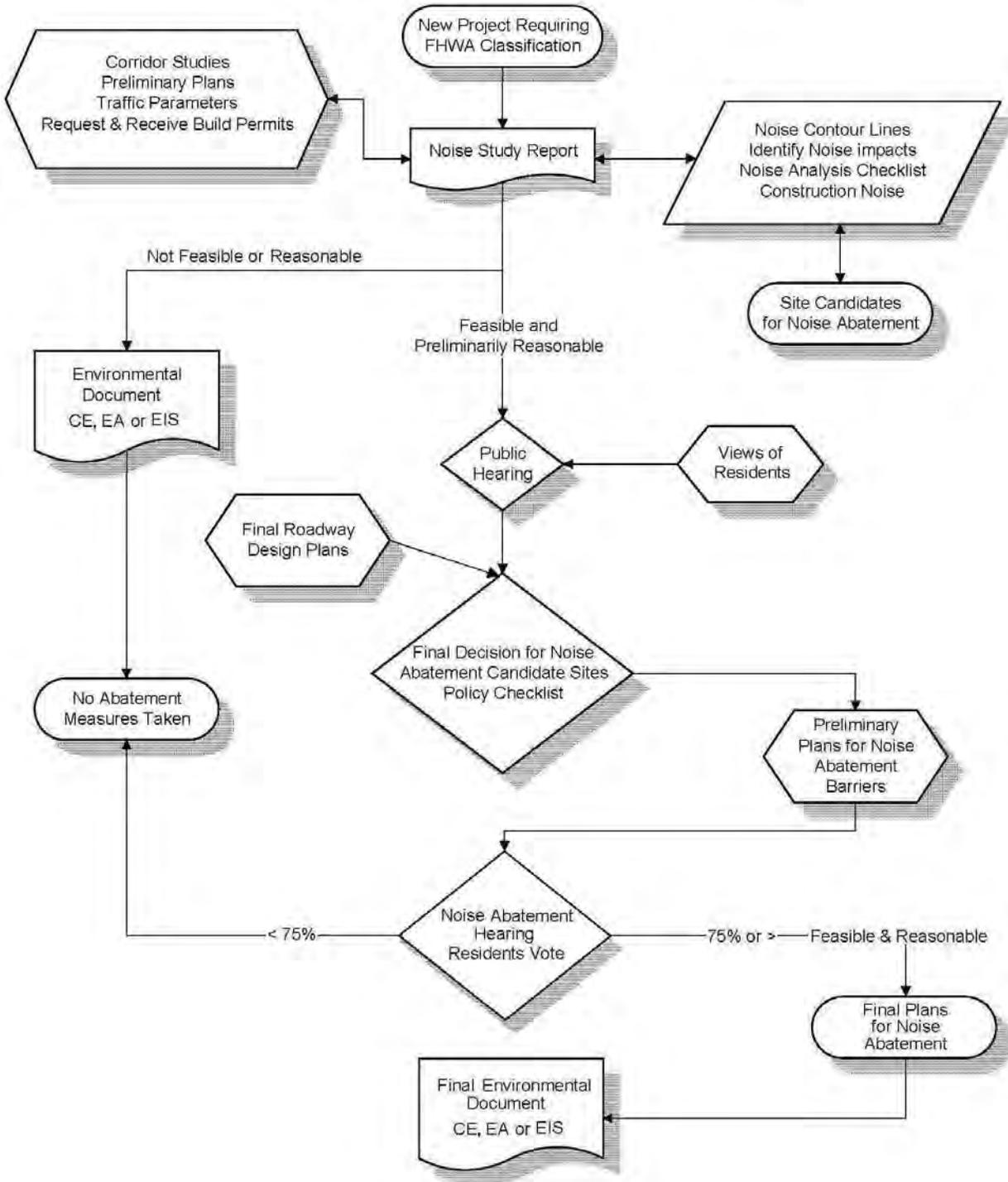
[Hourly A-weighted Sound Level_decibels (dB(A))]

| Activity Category | Activity ¹ Leq(h) | Evaluation Location | Activity Description |
|----------------------|------------------------------|---------------------|---|
| A | 57 | Exterior | Lands on which serenity and quiet are of extraordinary significance and serve an important public need where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. |
| B² | 67 | Exterior | Residential |
| C² | 67 | Exterior | Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structure, radio stations, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, trail crossings. |
| D | 52 | Interior | Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structure, radio studios, recording studios, schools, television studios. |
| E² | 72 | Exterior | Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D, or F. |
| F | ----- | ----- | Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities, (water resources, water treatment, electrical), and warehousing. |
| G | ----- | ----- | Undeveloped lands |

¹The Leq(h) Activity Criteria values are for impacted determination only, and are not design standards for noise abatement.

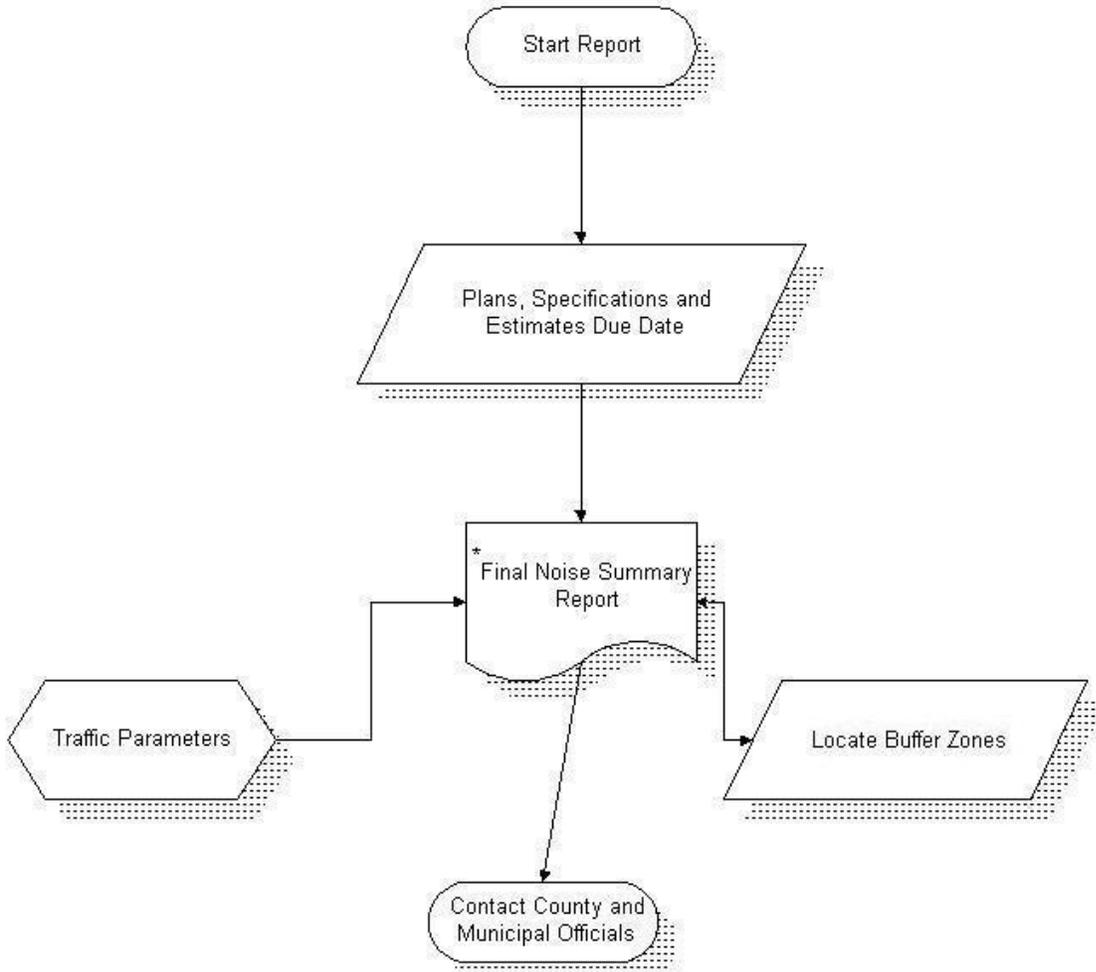
²Includes undeveloped lands permitted for this activity category.

NOISE ANALYSIS AND ABATEMENT PROCESS



FINAL NOISE SUMMARY REPORT PROCESS

Information for Local Officials on Noise Compatible Land Use Planning



* This report is to prevent future traffic noise impacts on currently undeveloped lands by providing estimates of future noise levels to local planning officials so as to protect future land development from becoming incompatible with anticipated highway noise levels.

BALLOT

NAME (PLEASE PRINT): _____

PROPERTY ADDRESS (PLEASE PRINT): _____

VOTE FOR ONE:

_____ Accept noise wall

_____ Reject noise wall

75% of points from returned ballots must be a YES (Accept) vote in order for your area to qualify for noise abatement. The most points per unit possible are 4, based on the voting rules, as outlined on page 11 of the Nebraska Department of Roads Noise Analysis and Abatement Policy. This policy can be found online at the following location <http://www.dor.state.ne.us/environment/>. All of your points will be counted the same based on your vote on the ballot. For example, if you vote to accept the wall and your ballot is worth 3 points all three points will be in favor of the wall. If your site chooses to reject construction of a noise wall (less than 75% accept votes), the Nebraska Department of Roads (NDOR) will not reconsider constructing a noise wall at this location unless another major roadway project is proposed.

Noise walls will be constructed of precast concrete panels of a predetermined pattern and color.

You will be given 15 days after the public information meeting date to return the ballot. If the ballot is not returned another identical ballot will be mailed. If the second ballot is not returned after an additional 15 days, you will not have a vote. Disregard this Ballot if you have already returned a ballot.

(Signature)

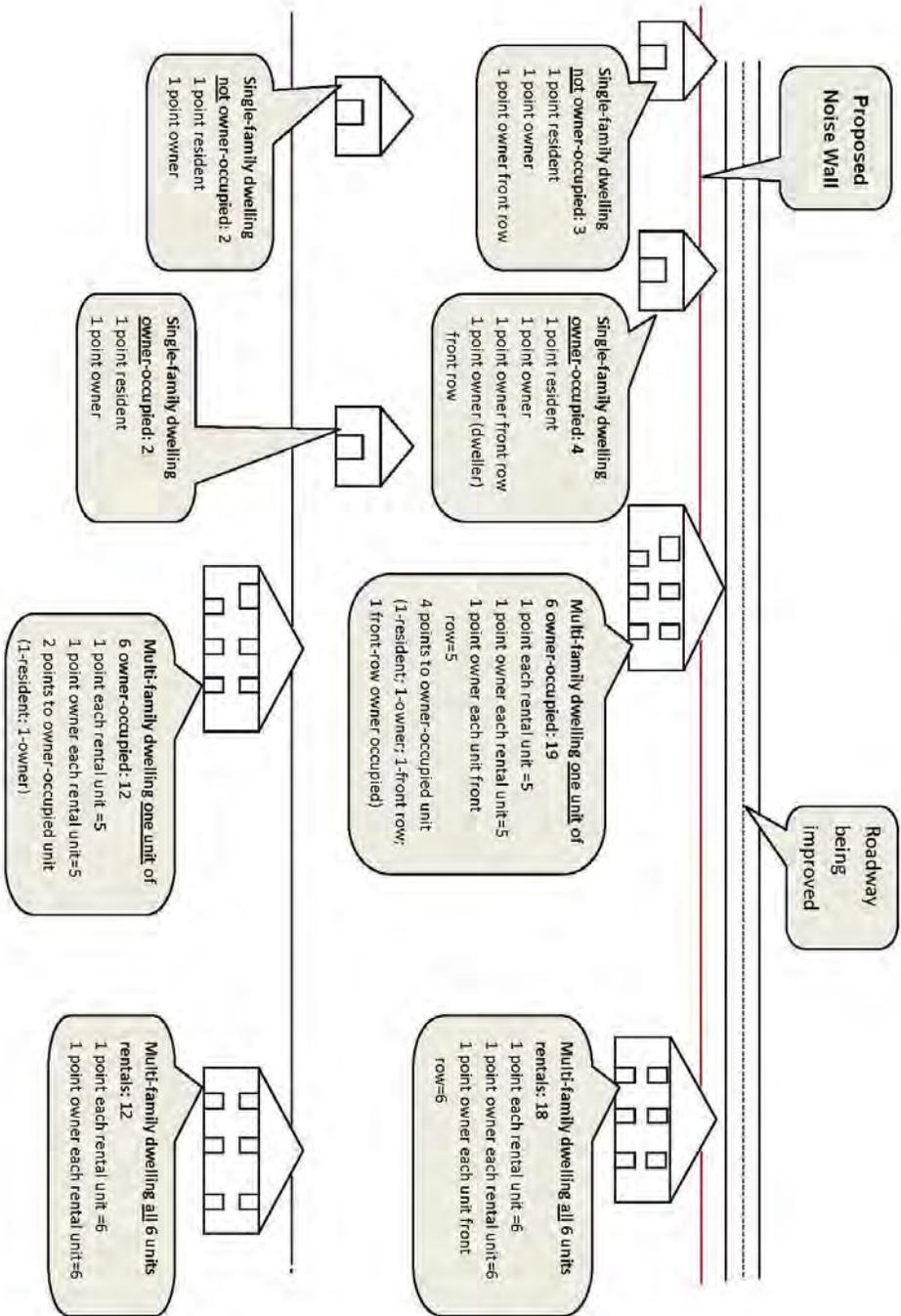
(Date)

Under Title VI of the Civil Rights Act of 1964 and related statutes, the NDOR ensures that no person shall, on the grounds of race, color, national origin, age, disability, or sex, be excluded from participation in, denied the benefits or services of, or be otherwise subjected to discrimination in all programs, services or activities administered by the NDOR.

Materials can be provided in alternative languages or formats such as large print, Braille, audio recording, or on computer disk for people with disabilities by calling **[insert name of responding official]** of the **[insert office name]** at **[insert telephone number]**.

Materiales pueden suministrarse en lenguajes alternativos o formatos tales como grabación de audio de letra grande, Braille, o en disco de computadora para personas con discapacidades llamando a **[name]** el **[Agency]** en **[phone number]**.

VISUAL DEMONSTRATION OF BENEFITED RECEPTOR POINT DISTRIBUTION



APPENDICES

An updated copy of 23 CFR 772 can be found at the following website

<http://ecfr.gpoaccess.gov>

The NDOR noise policy can be found electronically at

<http://www.dor.state.ne.us/environment/index.htm>

Noise Barrier Public Outreach Summary

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**So. 56th Street, Shadow Pines Drive to Old Cheney Road
Project LCLC-5241(5), CN13141
March 13, 2013**

Noise Barrier Public Outreach Summary

1. Per the '*Traffic Noise Technical Memorandum*' prepared by Parsons Brinckerhoff (PB) and dated August 24, 2012, one location within the project boundary was found to be both feasible and reasonable for a noise barrier. The location is adjacent to the 8 townhomes just north and east of the intersection of So. 56th Street & Shadow Pines Drive.
2. Following the guidance given in NDOR's '*Noise Analysis and Abatement Policy*' dated July 13, 2011, E&A Consulting Group prepared the following documents for use at a noise abatement public informational meeting:
 - Press release
 - Meeting notification letter
 - Ballot
 - Project description page
 - Public comment sheet
3. E&A met with NDOR Noise & Air Section staff and PB staff to present drafts of the above documents and discuss the proposed outreach process. This meeting was held on September 17, 2012. A copy of the meeting minutes is attached. One change to the minutes – the I-80 wall photos were not used. The aesthetics of that wall were not preferred by the City of Lincoln Public Works Department. Photos from another wall were used instead and they showed one solid, neutral color which is the look the City prefers. Final finish and color of the noise wall will be determined by the City. Another change to the minutes involved ownership of the townhomes. This is addressed in the following item.
4. A list of owners/renters for the 8 townhomes was prepared by using information on the County Assessor's web site, Google search, and by making direct contact with the residents at their townhome. It was found that all 8 units were occupied, two owners live in their respective unit, two units are rented out by their individual owners, and the remaining 4 units are rented out by one common owner.
5. October 11, 2012 was selected as the date for the noise abatement public information meeting. In total, 11 information packets were either mailed or hand delivered to the owners/renters of the 8 townhomes notifying them of the public meeting. A copy of the information packet is attached and includes a cover letter, ballot, sample ballot and a project description page. The packets were sent by certified mail on September 24, 2012.
6. Public notice of the information meeting was placed in the Lincoln Journal Star on September 27th and again on October 4th. Notice of the information meeting was also placed on the City's project web site.
7. Three people attended the information meeting on October 11th; all were owners of at least one townhome and one of the three was also a resident. The sign-in sheet is attached. A PowerPoint presentation was used and a general discussion followed. Items discussed included:
 - History of the noise analysis and its findings.
 - Location and style of noise barrier being considered.

- The voting process, ballot, point values and importance of returning a ballot.
 - Who pays for and maintains the wall.
 - The wall's impact to their properties and existing fence.
 - Could they tie their existing fence between yards to the noise wall.
 - The Right-of-Way appraisal and negotiation process.
 - Project construction schedule.
 - No comments or questions were raised regarding noise levels or reductions.
8. Comment sheets were available at the public meeting although none were returned. A copy of the comment sheet is attached.
 9. The initial deadline for returned ballots was October 26, 2012. Of the 14 total ballots, 9 were returned.
 10. A 2nd letter, dated October 26, 2012, and ballot were sent by certified mail to the 5 residents who had not returned their original ballot. A copy of this letter is attached. The deadline to return the ballot was November 12th. One additional ballot was returned from this request. The remaining 4 ballots were not returned and their votes were not counted.
 11. A tally sheet was prepared and a copy is attached. All returned ballots were in favor of the noise wall. A copy of the returned ballots is attached.
 12. A letter was prepared and mailed on March 12, 2013 to the owners/renters of the 8 townhomes notifying them of the results of the voting. A copy of these letters is attached.

Date: September 19, 2012
To: Project File
From: Fred Beck, P.E. _____
Thru: Kris Humphrey, P.E. _____

Subject: So. 56th St., Shadow Pines Dr. to Old Cheney Rd.
LCLC-5241(5), CN 13141
City Project #701923
Noise Wall Meeting

General:

The meeting was conducted September 17, 2012. The purpose of the meeting was to discuss the process we will follow to notify of and conduct a public information meeting for the proposed noise barrier at the Shadow Pines townhomes.

Attendees:

| | |
|------------------|------------------------|
| Mark Ottemann | NDOR |
| Sean Schulz | NDOR |
| Will Packard | NDOR |
| Raitis Tigeris | NDOR |
| Karl Fredrickson | Parsons Brinkerhoff |
| Fred Beck | E & A Consulting Group |

Notes:

- The information meeting is scheduled for October 11, 2012 at 6:00 pm at Humann Elementary School
- Fred presented several documents that we propose to use for our public meeting process including:
 1. press release
 2. letter to affected owners/renters
 3. ballot
 4. project description page
 5. comment sheet
- The press release will run in the Lincoln paper two weeks prior to the meeting; September 27th. NDOR suggested running the ad again one week prior to the meeting; October 4th. It was mentioned that the notice should also be placed on the City's website.
- The letter will be revised as needed to reflect the planned attachments to it.
- E&A will take a photo of the existing noise wall along I-80, north of Lincoln. This photo will be included with the letter as an example of what the wall could look like. The City has final say on the appearance of the wall.
- A project description sheet with location map will be included with the letter. A draft of this project sheet was not prepared yet, but an example of what we plan to use was discussed.

- A sample ballot and the point system were reviewed. There are 8 townhomes affected by the wall. Five of the townhomes are owned by the people living in them. Each ballot for these 5 residences will be worth 4 points. Two townhomes are owned by the same person who does not live in either. The owner's ballot will be worth 2 points for each unit. E&A will hand deliver the letter and attachments to these 2 units to determine who, if anyone, lives there. If the units are rented, each will receive a ballot worth one point.
- The 8th unit has some discrepancy as to the owner. Our title search indicated an owner name but the County Assessor's website indicates someone else. Fred has asked the City for clarification of ownership. E&A will visit this unit and will also call the name listed by the Assessor to determine ownership and/or rental information.
- E&A will prepare displays for the information meeting which will show the wall location and the photo of the existing wall along I-80.
- Our presentation at the information meeting will focus on specifics of the noise wall and the voting process. Only one look or pattern for the wall surface will be presented and only an 8 foot high wall will be considered. Both sides will be identical. We will mention disadvantages of the wall as well as advantages. Disadvantages will include the visual aspect and that the walls can collect trash and debris.
- If there is any question on the use of a wooden wall, our response is that wood is not the preferred material due to higher maintenance costs and a shorter service life.
- Comment sheets will be available at the information meeting.
- Extra ballots will be available at the meeting.
- Voters will have 15 days after the information meeting to return ballots. If, after 15 days any ballots have not been returned, another ballot will be mailed. They will have another 15 days to return the ballot. Any owner or resident that does not return a ballot will not have a vote; they will not be counted as a no vote.
- NDOR suggested design considerations include the use of a non-graffiti coating and to provide for drainage behind the wall if needed. NDOR will often use a simple V ditch to collect and transfer water.

cc: all attendees
Kris Humphrey



E&A CONSULTING GROUP, INC.
ENGINEERING • PLANNING • FIELD SERVICES

40 Years!
Quality and Service for You

7130 SOUTH 29TH STREET, SUITE D
LINCOLN, NEBRASKA 68516-5841

www.eacg.com

PHONE: (402) 420-7217
FAX: (402) 420-7218

September 24, 2012

Ben and Carla Cosier
6635 Shadow Pines Pl.
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. & Mrs. Cosier;

As you may be aware, the City of Lincoln is moving forward with plans to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. E&A Consulting Group is working with the City on the design of the project. Another aspect of this project is a Reevaluation of the 1998 Environmental Assessment document which in part addresses noise impacts of the project to the surrounding area.

A noise study was performed earlier this year and identified areas along 56th Street where the addition of a noise barrier would be reasonable and feasible as defined in the Nebraska Department of Roads' (NDOR) *Noise Analysis and Abatement Policy* (July 13, 2011). Only one area met all defined criteria and this area was along the east side of 56th Street, north of Shadow Pines Drive. More specifically, the location is between 56th Street and the 8 townhomes north of Shadow Pines that back up to 56th Street.

We will hold a public information meeting on **October 11, 2012 from 6:00 pm to 7:00 pm at Humann Elementary School, 6720 Rockwood Lane**, at which we will make a brief presentation regarding the location and appearance of the wall as well as a discussion on the voting process. Following the presentation we will open the meeting to questions and comments. As an owner/resident of one of these townhomes, you will have an important vote on whether a noise wall will be built. Attached to this letter you will find a ballot on which you can vote for or against the construction of an 8 foot high noise wall adjacent to your property. This wall would be constructed of concrete panels and although final aesthetics have not been determined, it will be one solid color.

You will notice that a point value has been indicated on your ballot. Not all benefitted properties will have the same point value. Your ballot has a point value of 4 which is the highest value possible. As defined in NDOR's *Noise Analysis and Abatement Policy*, your point total is comprised of 1 point for being the owner of a benefitted property, 1 point for living in the dwelling on this property, 1 point for owning a front row property and 1 point for living in the dwelling on a front row property.

Also attached is a sample ballot which has been completed except for the voting section. Refer to this sample as you fill out your ballot and place a mark to indicate

whether you are for or against the wall. Please return your completed ballot by October 26, 2012.

City staff and members of the design team will be available at the information meeting mentioned above to discuss the project in detail as well as the ballot and voting process.

If you cannot attend the meeting or have any questions, please contact me at (402) 420-7217 or by e-mail at fbeck@eacg.com or Kris Humphrey, City of Lincoln Project Manager, at (402) 326-1176 or khumphrey@lincoln.ne.gov. We look forward to discussing the project with you.

Sincerely,



Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

Attachment

cc: Kris Humphrey, City of Lincoln



E&A CONSULTING GROUP, INC.
ENGINEERING • PLANNING • FIELD SERVICES

BALLOT

NAME (PLEASE PRINT): _____

PROPERTY ADDRESS : 6635 Shadow Pines Place

VOTE FOR ONE:

_____ Accept noise wall

Point Value of your ballot 4

_____ Reject noise wall

75% of points from returned ballots must be a YES (Accept) vote in order for your area to qualify for noise abatement. The most points per unit possible are 4, based on the voting rules, as outlined on page 11 of the Nebraska Department of Roads Noise Analysis and Abatement Policy. This policy can be found online at the following location <http://www.dor.state.ne.us/environment/>. All of your points will be counted the same based on your vote on the ballot. For example, if you vote to accept the wall and your ballot is worth 3 points all three points will be in favor of the wall. If your site chooses to reject construction of a noise wall (less than 75% accept votes), the City of Lincoln will not reconsider constructing a noise wall at this location unless another major roadway project is proposed.

Noise walls will be 8 feet high, constructed of concrete panels, and will be one solid color. Final aesthetics have not been decided at this time.

You will be given 15 days after the public information meeting date to return the ballot. If the ballot is not returned another identical ballot will be mailed. If the second ballot is not returned after an additional 15 days, you will not have a vote. Disregard this Ballot if you have already returned a ballot.

(Signature)

(Date)

Under Title VI of the Civil Rights Act of 1964 and related statutes, the City of Lincoln ensures that no person shall, on the grounds of race, color, national origin, age, disability, or sex, be excluded from participation in, denied the benefits or services of, or be otherwise subjected to discrimination in all programs, services or activities administered by the City of Lincoln.

Materials can be provided in alternative languages or formats such as large print, Braille, audio recording, or on computer disk for people with disabilities by calling Kris Humphrey of the City of Lincoln at 402-326-1176.

Materiales pueden suministrarse en lenguajes alternativos o formatos tales como grabación de audio de letra grande, Braille, o en disco de computadora para personas con discapacidades llamando a Kris Humphrey el City of Lincoln en 402-326-1176.

BALLOT

NAME (PLEASE PRINT): JOHN DOE

PROPERTY ADDRESS : 1234 MAIN ST.

VOTE FOR ONE:

Accept noise wall
 Reject noise wall

Point Value of your ballot 2

75% of points from returned ballots must be a YES (Accept) vote in order for your area to qualify for noise abatement. The most points per unit possible are 4, based on the voting rules, as outlined on page 11 of the Nebraska Department of Roads Noise Analysis and Abatement Policy. This policy can be found online at the following location <http://www.dor.state.ne.us/environment/>. All of your points will be counted the same based on your vote on the ballot. For example, if you vote to accept the wall and your ballot is worth 3 points all three points will be in favor of the wall. If your site chooses to reject construction of a noise wall (less than 75% accept votes), the City of Lincoln will not reconsider constructing a noise wall at this location unless another major roadway project is proposed.

Noise walls will be 8 feet high, constructed of concrete panels, and will be one solid color. Final aesthetics have not been decided at this time.

You will be given 15 days after the public information meeting date to return the ballot. If the ballot is not returned another identical ballot will be mailed. If the second ballot is not returned after an additional 15 days, you will not have a vote. Disregard this Ballot if you have already returned a ballot.

John Doe
(Signature)

10/15/12
(Date)

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Materiales pueden suministrarse en lenguajes alternativos o formatos tales como grabación de audio de letra grande, Braille, o en disco de computadora para personas con discapacidades llamando a Kris Humphrey el City of Lincoln en 402-326-1176.

Public Information Meeting

Thursday October 11, 2012

6:00 –7:00 pm

WELCOME!

The purpose of tonight's meeting is to:

- Discuss the Proposed Noise Wall
- Discuss the Voting Process
- Answer questions

Thank you for your participation!

Project Contacts

Kris Humphrey, PE
City of Lincoln
402-326-1176
khumphrey@lincoln.ne.gov

Fred Beck, PE
E & A Consulting
402-420-7217
fbeck@eacg.com

Forms are available if you choose to offer comments or questions in writing. We would like to hear from you.

More information can be found at lincoln.ne.gov keyword: 56th

SOUTH 56th STREET RECONSTRUCTION PROPOSED NOISE WALL EAST OF SOUTH 56TH STREET AND NORTH OF SHADOW PINES DRIVE

CITY PROJECT NO. 701923

NDOR PROJECT NO. LCLC-5241(5) - CN 13141

Project Description

In order to address growth in Southeast Lincoln, the City's Public Works and Utilities Department recognizes the need for improved roadway infrastructure. This project begins at Shadow Pines Drive and proceeds north on South 56th Street to just south of the intersection of Old Cheney Road. Originally part of a 1998 Environmental Assessment, this project will be reevaluated for current conditions and environmental requirements. A noise study was included in this reevaluation and areas were identified which are reasonable and feasible for construction of a noise barrier. One location was found which met all criteria for a noise barrier, and as indicated on the map below and on the reverse side of this page, the barrier (noise wall) will begin in the northeast corner of the intersection of South 56th Street and Shadow Pines Drive and will extend north approximately 320 feet.

Highlights of the project are:

- The roadway has been designed to have four lanes with raised medians, turn lanes, curbs, storm sewers and pedestrian facilities on both sides.
- Street lighting will be installed.
- Right of Way acquisition will be required for this project.
- Access to adjacent businesses and homes will be maintained at all times.
- This project will be funded, in part, with Federal funds.
- Construction is tentatively scheduled to begin with bridge reconstruction in the winter of 2014/2015.

A larger scale map of the noise wall location is shown on the reverse side of this sheet.

VICINITY MAP



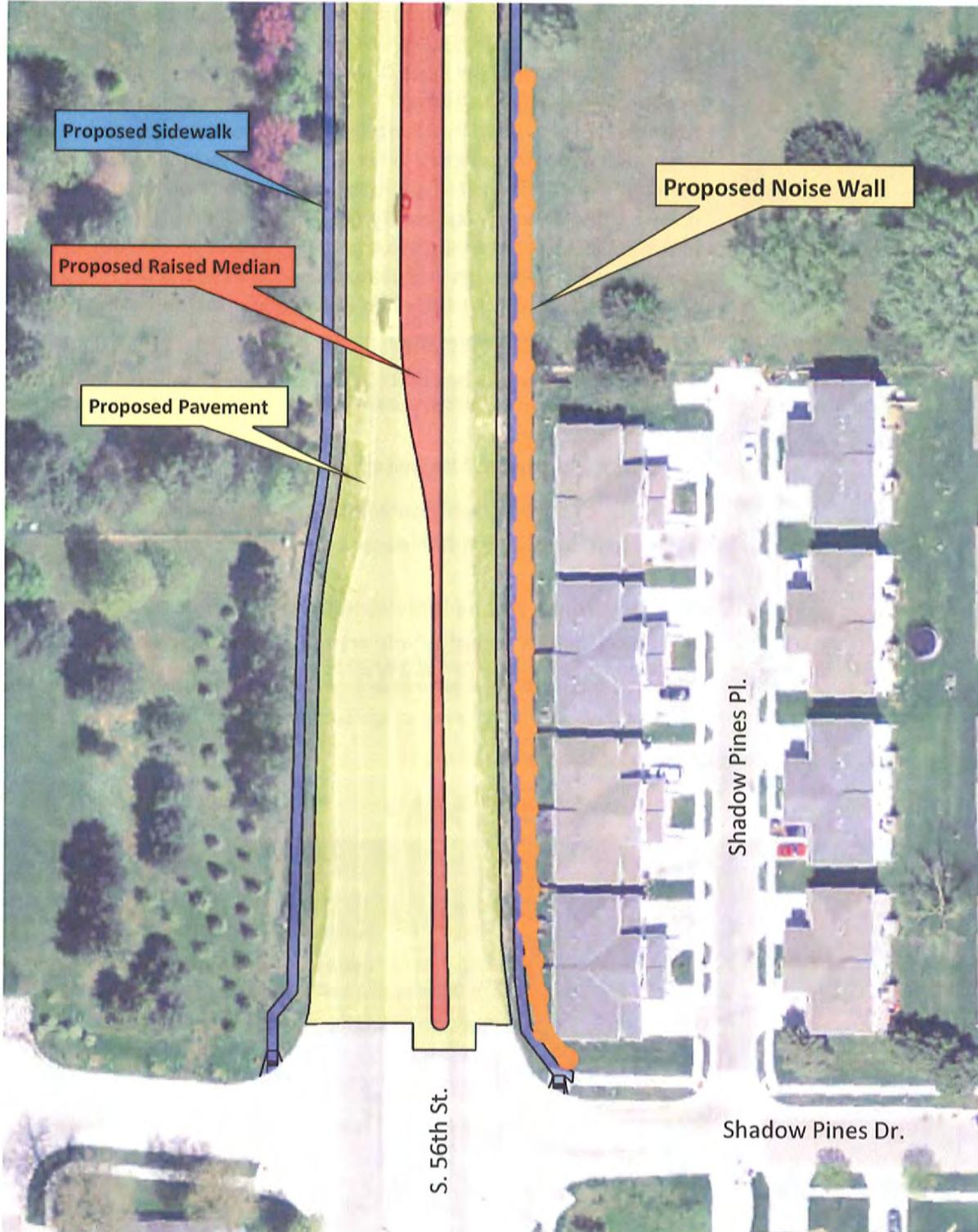
PROJECT MAP

SOUTH 56th STREET

SHADOW PINES DRIVE PROPOSED NOISE WALL



Not to Scale





Engineering Answers

E & A CONSULTING GROUP, INC.

Planning • Engineering • Environmental & Field Services

7130 South 29th Street, Suite D
Lincoln, NE 68516

www.eacg.com

Phone: 402.420.7217
Fax: 402.420.7218

October 26, 2012

Courtney Clifford
6603 Shadow Pines Pl.
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Ms. Clifford;

A few weeks ago, I mailed to you information regarding the plans to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Part of that information was a notice of a noise barrier meeting and a ballot for you to fill out with respect to the noise barrier. We had asked that you return the ballot, but to date we have not received this from you. Attached is a copy of your ballot and I ask that you fill this out and return to me at E&A Consulting, 7130 S. 29th St., Ste. D, Lincoln, NE 68516. Your vote is important, please return the ballot by November 12, 2012.

If you have any questions, please contact me at (402) 420-7217 or by e-mail at fbeck@eacg.com or Kris Humphrey, City of Lincoln Project Manager, at (402) 326-1176 or khumphrey@lincoln.ne.gov. We appreciate your attention to this vote.

Sincerely,

A handwritten signature in cursive script that reads "Fred Beck".

Fred Beck, P.E.
Project Manager
E & A Consulting Group, Inc.

Attachment

cc: Kris Humphrey, City of Lincoln



MAYOR CHRIS BEUTLER
lincoln.ne.gov

Engineering Services
Public Works and Utilities Department
Miki Esposito, Director
901 West Bond
Suite 100
Lincoln, Nebraska 68521
402-441-7711
fax: 402-441-6576

March 12, 2013

Robert and Diane Carter
7300 Hickman Rd.
Hickman, NE 68372

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. & Mrs. Carter;

As you will recall, several months ago you were provided with information on the City of Lincoln's plan to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Included with this information were details and a ballot regarding a potential noise barrier adjacent to your property. Completed ballots have been received from most of the owners/renters affected by the noise barrier.

All ballots were tallied and the results were submitted to the Nebraska Department of Roads (NDOR) who in turn have approved not only our public involvement process, but also the results of this noise abatement study. The returned ballots were unanimous in favor of the noise barrier and as such, the addition of a noise barrier was found reasonable and feasible as defined in the NDOR *Noise Analysis and Abatement Policy* (July 13, 2011).

Therefore, a concrete noise wall, approximately 8 feet high, will be included with the reconstruction of S. 56th Street.

If you have any questions, please contact me at (402) 326-1176 or khumphrey@lincoln.ne.gov.

Sincerely,

Kris Humphrey, P.E.
City of Lincoln
Engineering Services

cc: Fred Beck, E&A Consulting Group
Raitis Tigeris, NDOR
Will Packard, NDOR



Engineering Services
Public Works and Utilities Department
Miki Esposito, Director
901 West Bond
Suite 100
Lincoln, Nebraska 68521
402-441-7711
fax: 402-441-6576

March 12, 2013

Ms. Michelle Spencer
6615 Shadow Pines Pl.
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Ms. Spencer;

As you will recall, several months ago you were provided with information on the City of Lincoln's plan to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Included with this information were details and a ballot regarding a potential noise barrier adjacent to your property. Completed ballots have been received from most of the owners/renters affected by the noise barrier.

All ballots were tallied and the results were submitted to the Nebraska Department of Roads (NDOR) who in turn have approved not only our public involvement process, but also the results of this noise abatement study. The returned ballots were unanimous in favor of the noise barrier and as such, the addition of a noise barrier was found reasonable and feasible as defined in the NDOR *Noise Analysis and Abatement Policy* (July 13, 2011).

Therefore, a concrete noise wall, approximately 8 feet high, will be included with the reconstruction of S. 56th Street.

If you have any questions, please contact me at (402) 326-1176 or khumphrey@lincoln.ne.gov.

Sincerely,

Kris Humphrey, P.E.
City of Lincoln
Engineering Services

cc: Fred Beck, E&A Consulting Group
Raitis Tigeris, NDOR
Will Packard, NDOR



Engineering Services
Public Works and Utilities Department
Miki Esposito, Director
901 West Bond
Suite 100
Lincoln, Nebraska 68521
402-441-7711
fax: 402-441-6576

March 12, 2013

Joslyn Soucie and Taylor Rung
6629 Shadow Pines Pl.
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Ms. Soucie and Ms. Rung;

As you will recall, several months ago you were provided with information on the City of Lincoln's plan to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Included with this information were details and a ballot regarding a potential noise barrier adjacent to your property. Completed ballots have been received from most of the owners/renters affected by the noise barrier.

All ballots were tallied and the results were submitted to the Nebraska Department of Roads (NDOR) who in turn have approved not only our public involvement process, but also the results of this noise abatement study. The returned ballots were unanimous in favor of the noise barrier and as such, the addition of a noise barrier was found reasonable and feasible as defined in the NDOR *Noise Analysis and Abatement Policy* (July 13, 2011).

Therefore, a concrete noise wall, approximately 8 feet high, will be included with the reconstruction of S. 56th Street.

If you have any questions, please contact me at (402) 326-1176 or khumphrey@lincoln.ne.gov.

Sincerely,

Kris Humphrey, P.E.
City of Lincoln
Engineering Services

cc: Fred Beck, E&A Consulting Group
Raitis Tigeris, NDOR
Will Packard, NDOR



Engineering Services
Public Works and Utilities Department
Miki Esposito, Director
901 West Bond
Suite 100
Lincoln, Nebraska 68521
402-441-7711
fax: 402-441-6576

March 12, 2013

Courtney Clifford
6603 Shadow Pines Pl.
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Ms. Clifford;

As you will recall, several months ago you were provided with information on the City of Lincoln's plan to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Included with this information were details and a ballot regarding a potential noise barrier adjacent to your property. Completed ballots have been received from most of the owners/renters affected by the noise barrier.

All ballots were tallied and the results were submitted to the Nebraska Department of Roads (NDOR) who in turn have approved not only our public involvement process, but also the results of this noise abatement study. The returned ballots were unanimous in favor of the noise barrier and as such, the addition of a noise barrier was found reasonable and feasible as defined in the NDOR *Noise Analysis and Abatement Policy* (July 13, 2011).

Therefore, a concrete noise wall, approximately 8 feet high, will be included with the reconstruction of S. 56th Street.

If you have any questions, please contact me at (402) 326-1176 or khumphrey@lincoln.ne.gov.

Sincerely,

Kris Humphrey, P.E.
City of Lincoln
Engineering Services

cc: Fred Beck, E&A Consulting Group
Raitis Tigeris, NDOR
Will Packard, NDOR





MAYOR CHRIS BEUTLER
lincoln.ne.gov

Engineering Services
Public Works and Utilities Department
Miki Esposito, Director
901 West Bond
Suite 100
Lincoln, Nebraska 68521
402-441-7711
fax: 402-441-6576

March 12, 2013

Ben and Carla Cosier
6635 Shadow Pines Pl.
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. & Mrs. Cosier;

As you will recall, several months ago you were provided with information on the City of Lincoln's plan to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Included with this information were details and a ballot regarding a potential noise barrier adjacent to your property. Completed ballots have been received from most of the owners/renters affected by the noise barrier.

All ballots were tallied and the results were submitted to the Nebraska Department of Roads (NDOR) who in turn have approved not only our public involvement process, but also the results of this noise abatement study. The returned ballots were unanimous in favor of the noise barrier and as such, the addition of a noise barrier was found reasonable and feasible as defined in the NDOR *Noise Analysis and Abatement Policy* (July 13, 2011).

Therefore, a concrete noise wall, approximately 8 feet high, will be included with the reconstruction of S. 56th Street.

If you have any questions, please contact me at (402) 326-1176 or khumphrey@lincoln.ne.gov.

Sincerely,

Kris Humphrey, P.E.
City of Lincoln
Engineering Services

cc: Fred Beck, E&A Consulting Group
Raitis Tigeris, NDOR
Will Packard, NDOR



MAYOR CHRIS BEUTLER
lincoln.ne.gov

Engineering Services
Public Works and Utilities Department
Miki Esposito, Director
901 West Bond
Suite 100
Lincoln, Nebraska 68521
402-441-7711
fax: 402-441-6576

March 12, 2013

Thomas Cronin
6625 Shadow Pines Pl.
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. Cronin:

As you will recall, several months ago you were provided with information on the City of Lincoln's plan to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Included with this information were details and a ballot regarding a potential noise barrier adjacent to your property. Completed ballots have been received from most of the owners/renters affected by the noise barrier.

All ballots were tallied and the results were submitted to the Nebraska Department of Roads (NDOR) who in turn have approved not only our public involvement process, but also the results of this noise abatement study. The returned ballots were unanimous in favor of the noise barrier and as such, the addition of a noise barrier was found reasonable and feasible as defined in the NDOR *Noise Analysis and Abatement Policy* (July 13, 2011).

Therefore, a concrete noise wall, approximately 8 feet high, will be included with the reconstruction of S. 56th Street.

If you have any questions, please contact me at (402) 326-1176 or khumphrey@lincoln.ne.gov.

Sincerely,

Kris Humphrey, P.E.
City of Lincoln
Engineering Services

cc: Fred Beck, E&A Consulting Group
Raitis Tigeris, NDOR
Will Packard, NDOR



March 12, 2013

Ms. Catherine Dillon
2945 S. 44th St.
Lincoln, NE 68506

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Ms. Dillon;

As you will recall, several months ago you were provided with information on the City of Lincoln's plan to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Included with this information were details and a ballot regarding a potential noise barrier adjacent to your property. Completed ballots have been received from most of the owners/renters affected by the noise barrier.

All ballots were tallied and the results were submitted to the Nebraska Department of Roads (NDOR) who in turn have approved not only our public involvement process, but also the results of this noise abatement study. The returned ballots were unanimous in favor of the noise barrier and as such, the addition of a noise barrier was found reasonable and feasible as defined in the NDOR *Noise Analysis and Abatement Policy* (July 13, 2011).

Therefore, a concrete noise wall, approximately 8 feet high, will be included with the reconstruction of S. 56th Street.

If you have any questions, please contact me at (402) 326-1176 or khumphrey@lincoln.ne.gov.

Sincerely,

Kris Humphrey, P.E.
City of Lincoln
Engineering Services

cc: Fred Beck, E&A Consulting Group
Raitis Tigeris, NDOR
Will Packard, NDOR



Engineering Services
Public Works and Utilities Department
Miki Esposito, Director
901 West Bond
Suite 100
Lincoln, Nebraska 68521
402-441-7711
fax: 402-441-6576

March 12, 2013

Keith and Patricia Jensen
3767 Fuller Road
Emmett, ID 83617

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. & Mrs. Jensen;

As you will recall, several months ago you were provided with information on the City of Lincoln's plan to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Included with this information were details and a ballot regarding a potential noise barrier adjacent to your property. Completed ballots have been received from most of the owners/renters affected by the noise barrier.

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Therefore, a concrete noise wall, approximately 8 feet high, will be included with the reconstruction of S. 56th Street.

If you have any questions, please contact me at (402) 326-1176 or khumphrey@lincoln.ne.gov.

Sincerely,

Kris Humphrey, P.E.
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Engineering Services
Public Works and Utilities Department
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402-441-7711
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March 12, 2013

Joseph McCracken
6619 Shadow Pines Pl.
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. McCracken;

As you will recall, several months ago you were provided with information on the City of Lincoln's plan to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Included with this information were details and a ballot regarding a potential noise barrier adjacent to your property. Completed ballots have been received from most of the owners/renters affected by the noise barrier.

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Therefore, a concrete noise wall, approximately 8 feet high, will be included with the reconstruction of S. 56th Street.

If you have any questions, please contact me at (402) 326-1176 or khumphrey@lincoln.ne.gov.

Sincerely,

Kris Humphrey, P.E.
City of Lincoln
Engineering Services

cc: Fred Beck, E&A Consulting Group
Raitis Tigeris, NDOR
Will Packard, NDOR



March 12, 2013

Kyle Ruybalid
6639 Shadow Pines Pl.
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Mr. Ruybalid;

As you will recall, several months ago you were provided with information on the City of Lincoln's plan to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Included with this information were details and a ballot regarding a potential noise barrier adjacent to your property. Completed ballots have been received from most of the owners/renters affected by the noise barrier.

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Therefore, a concrete noise wall, approximately 8 feet high, will be included with the reconstruction of S. 56th Street.

If you have any questions, please contact me at (402) 326-1176 or khumphrey@lincoln.ne.gov.

Sincerely,

Kris Humphrey, P.E.
City of Lincoln
Engineering Services

cc: Fred Beck, E&A Consulting Group
Raitis Tigeris, NDOR
Will Packard, NDOR





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Public Works and Utilities Department
Miki Esposito, Director
901 West Bond
Suite 100
Lincoln, Nebraska 68521
402-441-7711
fax: 402-441-6576

March 12, 2013

Beth Scott
6607 Shadow Pines Pl.
Lincoln NE 68516

RE: So. 56th Street Roadway Improvements
Project LCLC-5241(5) CN 13141
City project # 701923

Dear Ms. Scott;

As you will recall, several months ago you were provided with information on the City of Lincoln's plan to reconstruct South 56th Street from Old Cheney Road to Shadow Pines Drive. Included with this information were details and a ballot regarding a potential noise barrier adjacent to your property. Completed ballots have been received from most of the owners/renters affected by the noise barrier.

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If you have any questions, please contact me at (402) 326-1176 or khumphrey@lincoln.ne.gov.

Sincerely,

Kris Humphrey, P.E.
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