

North 27th Street, "O" Street to I-80
Adaptive Signal Control Technologies Project
HSIP-5231(14); C.N. 13244

LOCATION: The proposed *North 27th Street, "O" Street to I-80* project would involve upgrading existing traffic signals and communication infrastructure along and adjacent to North 27th Street in the City of Lincoln, Nebraska in Lancaster County. The project, which extends from "O" Street to the westbound Interstate 80 ramp terminals, would procure and install Adaptive Signal Control Technology (ASCT) at signalized intersections within the project limits. In addition, several traffic signals in close proximity to the project will be upgraded: 25th Street & "O" Street, 29th Street & Cornhusker Highway, and Industrial Avenue & Superior Street.

PURPOSE AND NEED: The purpose of the proposed project is to improve the efficiency of traffic operations along the North 27th Street corridor. The project is needed to reduce congestion and delays. The corridor experiences a high volume of traffic and unique peaks in traffic due to a variety of factors, such as commercial and retail development, Lincoln North Star High School, and University of Nebraska event traffic.

SCOPE OF WORK: Existing traffic signal and communication infrastructure throughout the project area would be updated or replaced, including traffic signal equipment and hardware, traffic signal cabinets, and vehicle detection systems. New communication conduit and cable would be installed where gaps in the existing fiber optic network are located. Removal and replacement of pavement panels in streets and sidewalks may be necessary to install underground components.

PROJECT SCHEDULE: The proposed project is currently in the preliminary design phase. The project is tentatively scheduled for construction beginning in late 2021 or early 2022. The project is tentatively expected to take 6 months.

RIGHT-OF-WAY: This project would be constructed within existing public property, primarily within existing City or State right-of-way (ROW) or permanent easements. Therefore, the acquisition of additional property rights from private property, such as new right-of-way (ROW), control of access (CA), permanent easements (PE), or temporary easements (TE), would not be necessary. However, a portion of the existing traffic signal equipment on the southwest corner of North 27th Street and Fair Street (northeast corner of Pentzer Park) is currently located within designated park property. Therefore, the City is proposing to declare a portion of the northeast corner of the park for transportation uses. **Please see the back side of this fact sheet for more information regarding the park.**

POTENTIAL IMPACTS: The project is anticipated to disturb portions of the grass in the street right-of-way (ROW) along the corridor. The existing traffic signal cabinets at the southwest corner of N. 27th and Fair Streets were found to be partially located on existing Pentzer Park property. Therefore, a narrow strip of park property would be declared for transportation use. In addition, the project would have temporary sidewalk closures and lane closures but alternate pedestrian access would be provided and the project will restore the land being used to pre-existing conditions. **The back side of this fact sheet describes in more detail anticipated impacts to Pentzer Park and the MoPac Trail access.**

ACCOMMODATION OF TRAFFIC: This project would be constructed under traffic with lane closures controlled by appropriate traffic control devices. Access to adjacent properties would be maintained during construction, but may be limited at times due to construction phasing requirements. Temporary lane closures for multiple days may be needed to accommodate construction equipment; however, full roadway closures and/or detours are not anticipated. Details would be determined during final design.

ESTIMATED CONSTRUCTION COST: The project construction is estimated to cost \$2.6 million. The project would be funded with 90% Federal Transportation funds and 10% local funds provided by the City of Lincoln.



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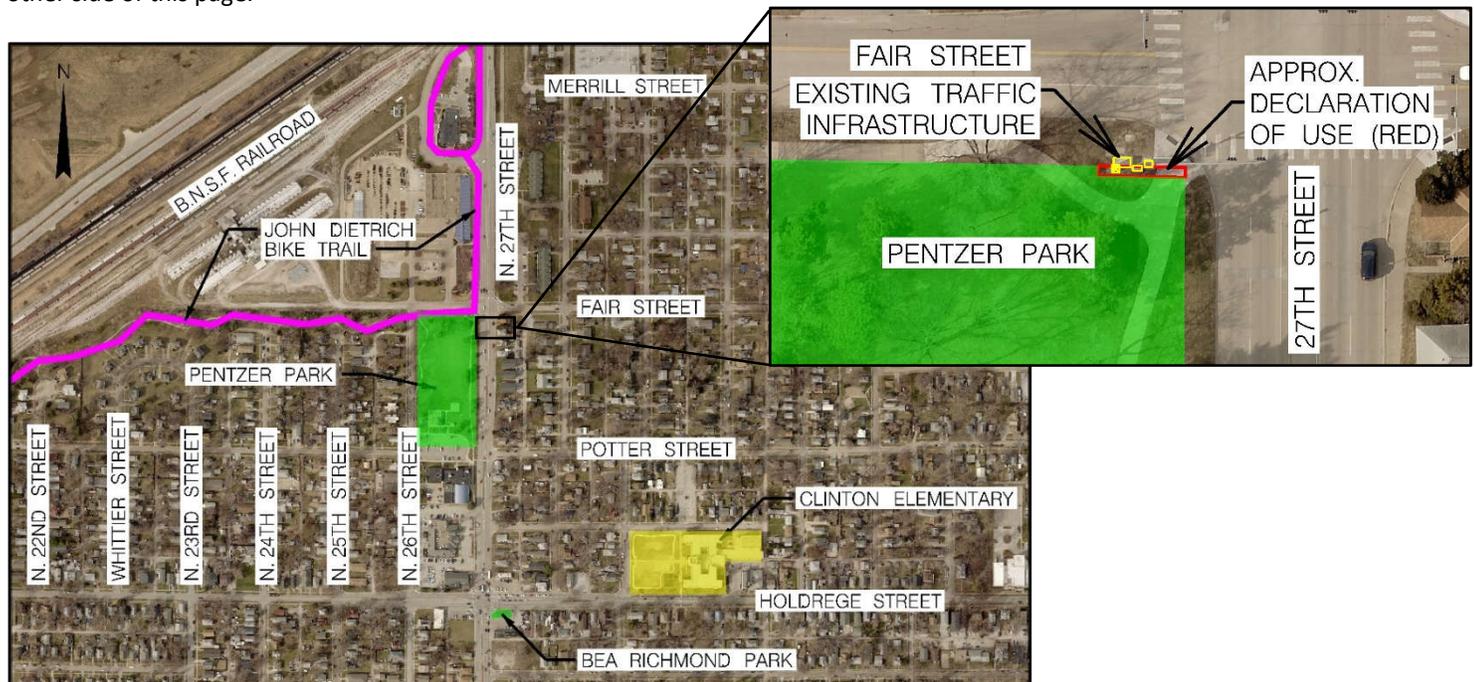


Pentzer Park looking southwest from N. 27th & Fair Streets (Google, 2019).

Pentzer Park, so a 4-ft. strip of land extending from the existing N. 27th Street right-of-way (ROW) to the west end of the signal cabinets (approximately 30 feet) needs to be declared for transportation use versus park use before improvements can be made. The project proposes to accomplish this with a “declaration of use” (shown below). A declaration of use is not an ownership change, but documentation of a change in use of the land from park to transportation. In this case, the land has already been serving a transportation purpose. The proposed project would not change the overall appearance of the corner, nor would it interfere with the activities, features, and attributes of Pentzer Park. Finally, any disturbed land would be restored to pre-existing conditions.

MoPac Trail – The MoPac Trail crosses N. 27th Street on an overpass between W Street and Y Street. MoPac Trail would not be impacted by the proposed project. However, access ramps from the N. 27th Street sidewalks to the trail would be subject to temporary closures during installation of buried conduit. Only one access ramp would be closed at a time, with pedestrian traffic detoured to the access ramp on the opposite side of N. 27th Street. The closures would be for approximately one week and the proposed work, which is minor in scope, is contained within existing right-of-way. The proposed project would not interfere with the activities, features, and attributes of the MoPac Trail, and disturbed land would be restored to pre-existing conditions.

A component of NEPA and the Section 4(f) evaluation is to gather public comment on the overall project or specific to the anticipated impacts to these recreational resources. Therefore, please provide comments if you wish by emailing them to the contacts on the other side of this page.



Pentzer Park location and proposed Declaration of Use

SECTION 4(f) EVALUATION – The proposed North 27th Street ASCT project would be funded with Federal transportation funds. Due to the use of these funds, the project must adhere to the National Environmental Policy Act (NEPA) and Section 4(f) of the U.S. Department of Transportation Act. Section 4(f) evaluates impacts to public parks, recreation areas and wildlife or waterfowl refuges, and historic sites during the development of transportation projects. The proposed project is anticipated to impact a portion of Pentzer Park and access to the MoPac Trail, both of which are considered Section 4(f) resources.

Pentzer Park – The existing traffic signal base and traffic signal cabinets at the southwest corner of N. 27th and Fair Streets (shown at left) are on property owned by the City of Lincoln. However, the property is designated as part of