

Lincoln/Lancaster County Railroad Transportation Safety District (RTSD) N. 33rd & Cornhusker Project

PBAC Meeting
January 12, 2021



N. 33rd & Cornhusker



Primary Objectives:

- **SAFETY** – *Develop and analyze various roadway alignments in the vicinity of 33rd & Cornhusker Highway to identify transportation alternatives which would eliminate or reduce vehicular, pedestrian, and bicyclist conflicts at the at-grade crossings with the BNSF Railway tracks in this area of northeast Lincoln.*
- **TRAFFIC & CONGESTION** – *Reduce delay time and improve travel times for motorists, pedestrians, and bicyclists crossing the rail corridor*
- **MOBILITY/MULTI-MODAL** – *Incorporate accommodations for vehicles, pedestrians, bicyclists, and transit in the transportation alternatives to provide a more efficient transportation system.*
- **LRTP COMPATIBLE** – *Incorporate the City of Lincoln's long-range planning objectives for this area during the transportation alternatives analysis.*

33rd & Cornhusker - Planning & Enviro. Linkages (PEL) Study



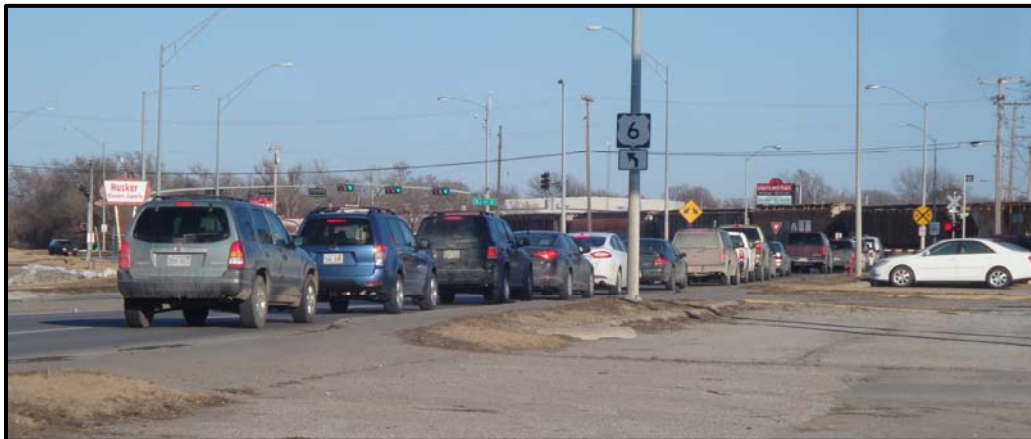
BNSF Corridor: 65 trains per day

33rd & Adams Streets: 20,000+ veh. per day

Combined Exposure: > 1,300,000

NDOT Grade Separation Min.: > 50,000

Train Blockages: >15% of time (3.5 hrs. per day)

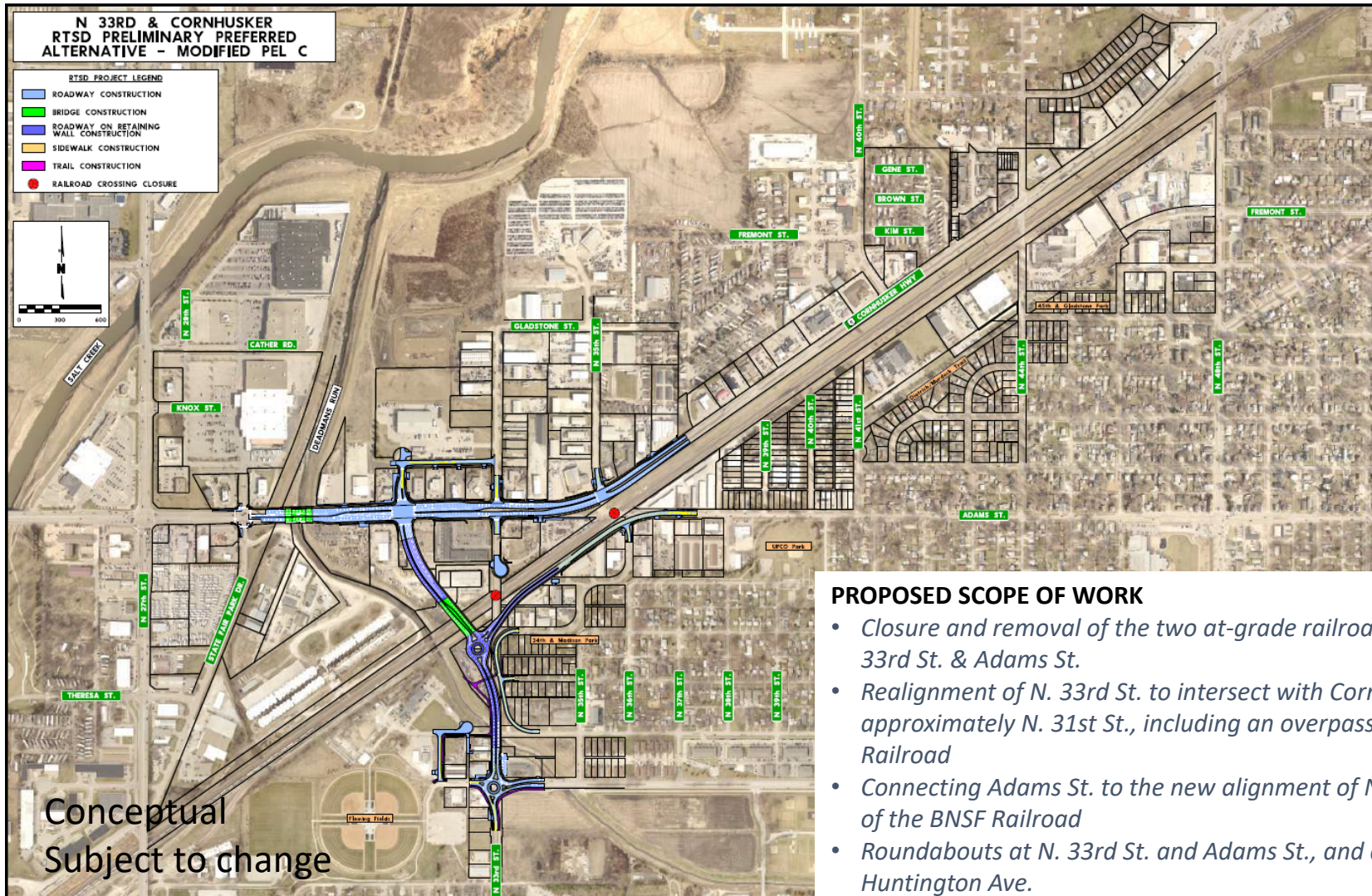


33rd & Cornhusker

Where Have We Been?

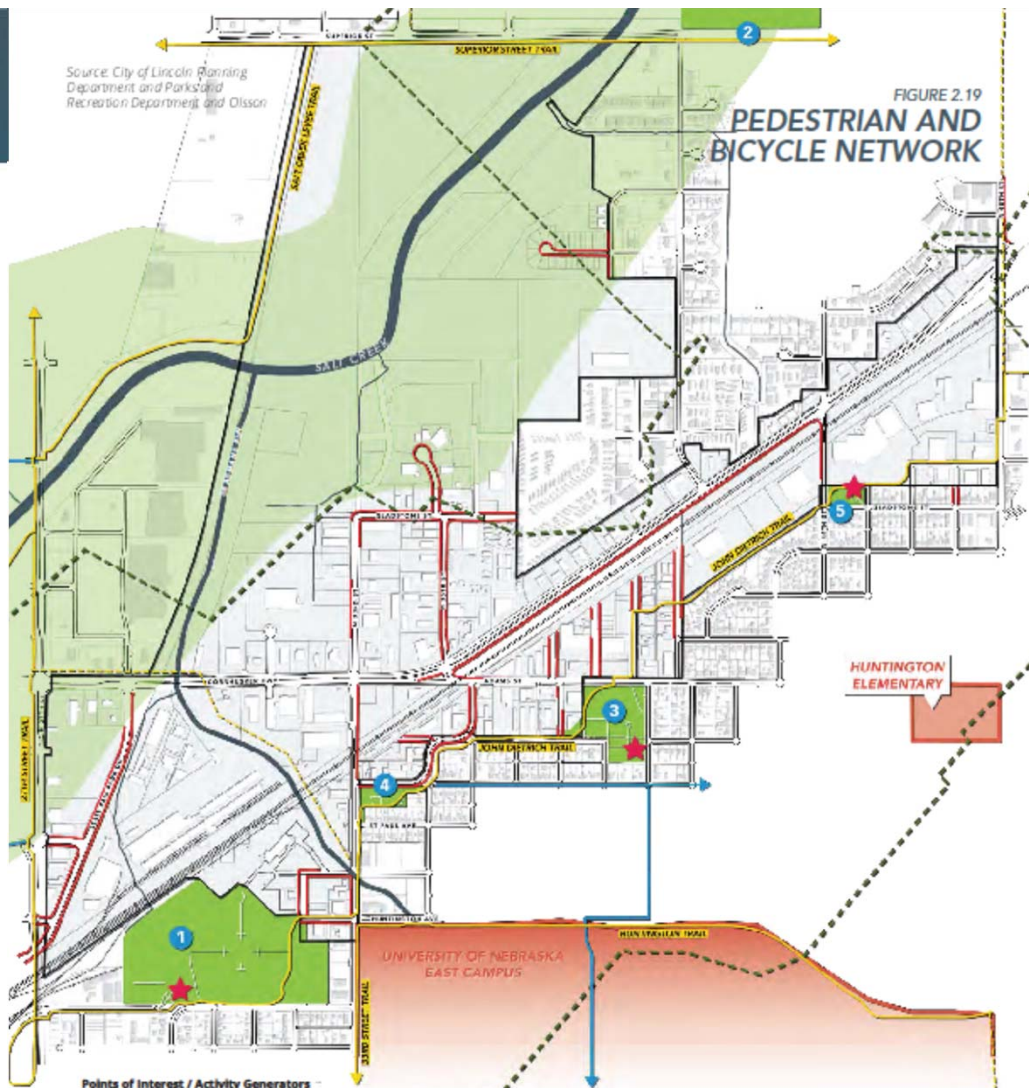


- **Planning-Environmental Linkages Study (PEL) Completed:** *Developed transportation alternatives and preliminary environmental investigations*
- **Corridor Plan Coordination:** *Details the vision (look and feel) of a revitalized Cornhusker Highway corridor between 11th Street to 56th Street*
- **Subarea Plan Coordination:** *Provides a “blueprint” for future development in Subarea boundary*
- **Public Engagement:**
 - *Six in-person public information meetings (>100 attendees each meeting)*
 - *June 2020 scheduled open house was converted to a web-site update*
 - *Advisory Group (64 members)*
 - *One-on-one meetings (almost 100 in-person or virtual meetings)*
 - *Website (33rdcornhusker.com)*
 - *Social media (facebook, twitter)*
 - *Mailers, newspaper articles, radio*
- **Transportation Alignment Chosen:** *Based on public and stakeholder input, technical feasibility and project purpose and need, the RTSD board voted to move forward with Modified PEL C as the RTSD’s preliminary preferred alternative in December 2019*



PROPOSED SCOPE OF WORK

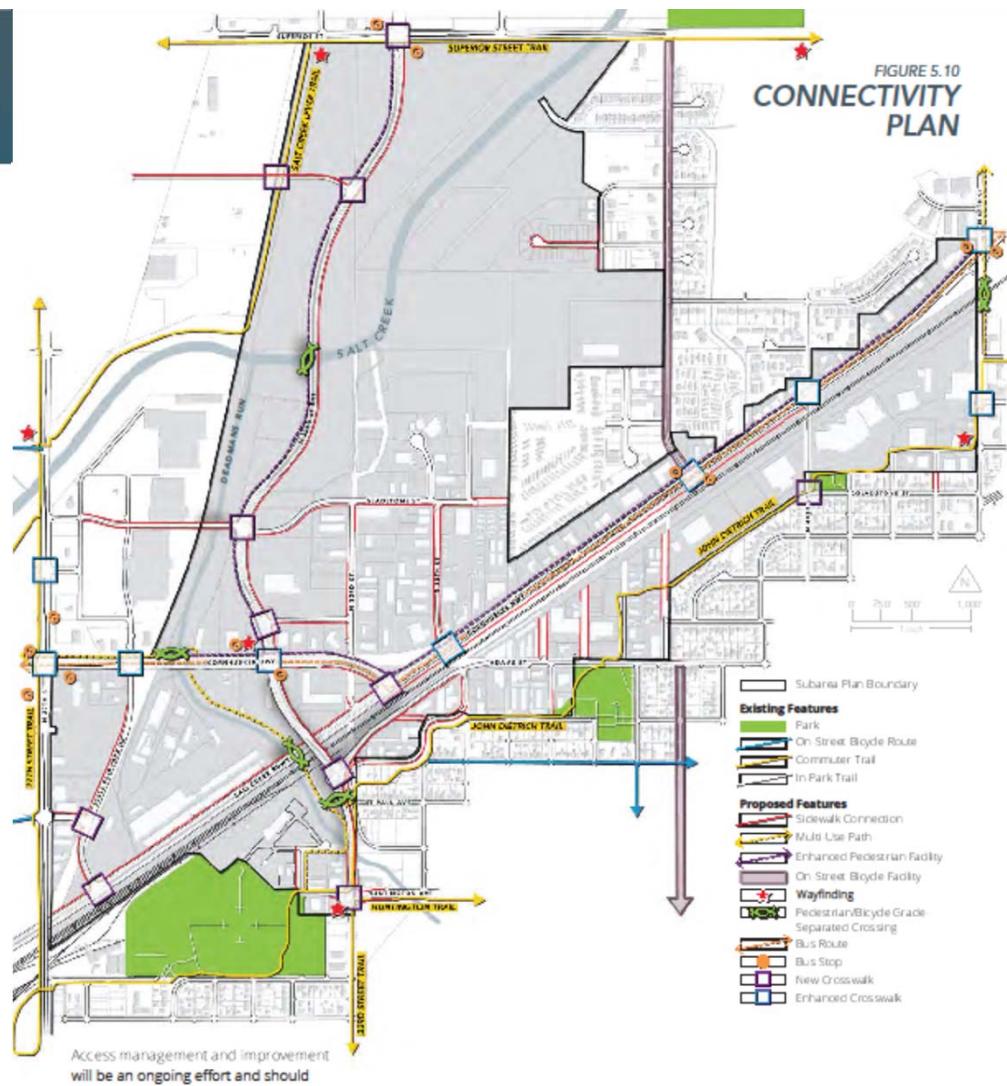
- Closure and removal of the two at-grade railroad crossings at N. 33rd St. & Adams St.
- Realignment of N. 33rd St. to intersect with Cornhusker Hwy at approximately N. 31st St., including an overpass over the BNSF Railroad
- Connecting Adams St. to the new alignment of N. 33rd St. overpass of the BNSF Railroad
- Roundabouts at N. 33rd St. and Adams St., and at N. 33rd St. and Huntington Ave.



Existing Conditions
From Subarea Plan
(available at 33rdcornhusker.com)

33rd & Cornhusker

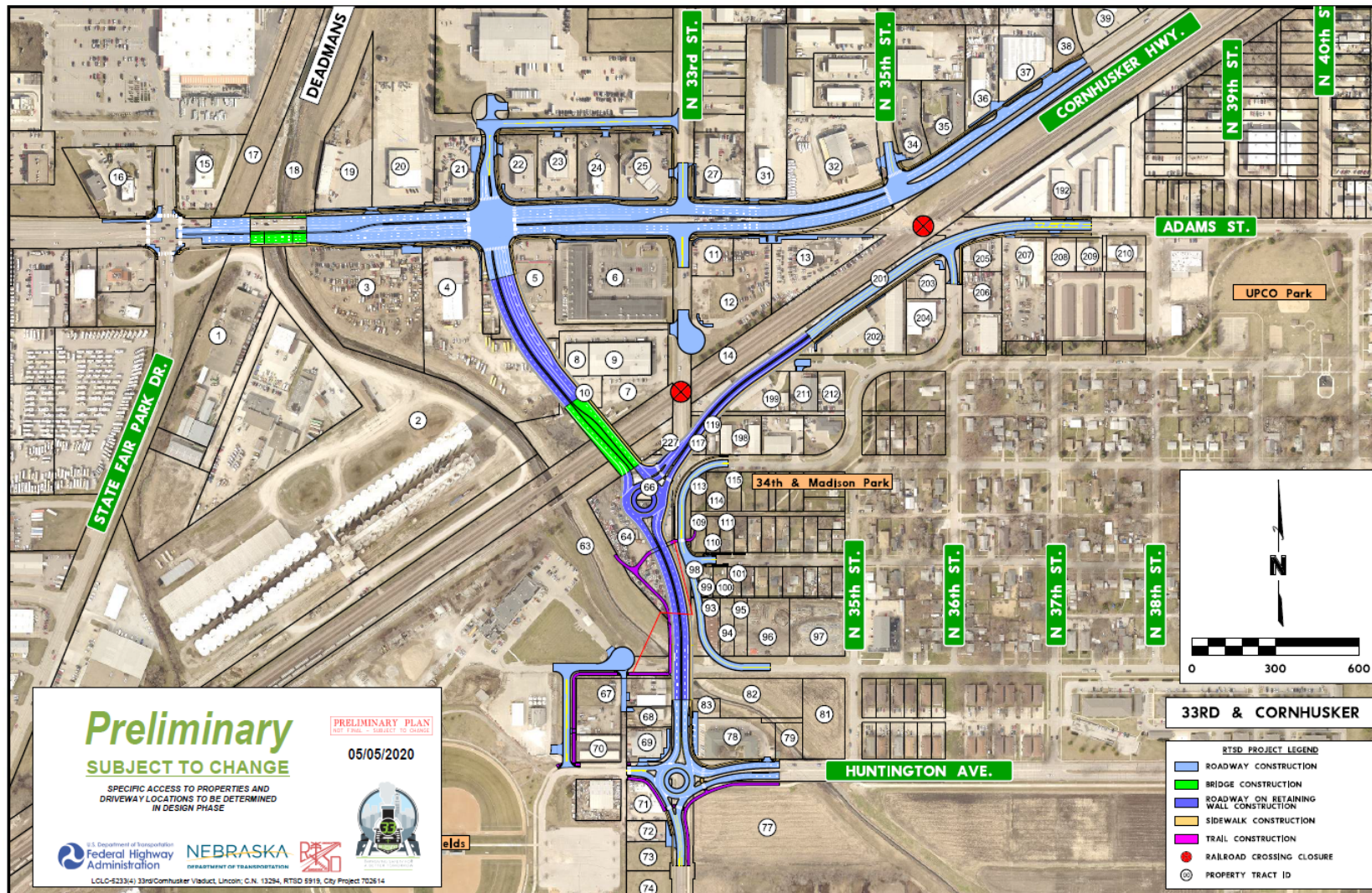




Connectivity Plan
From Subarea Plan
(available at
33rdcornhusker.com)

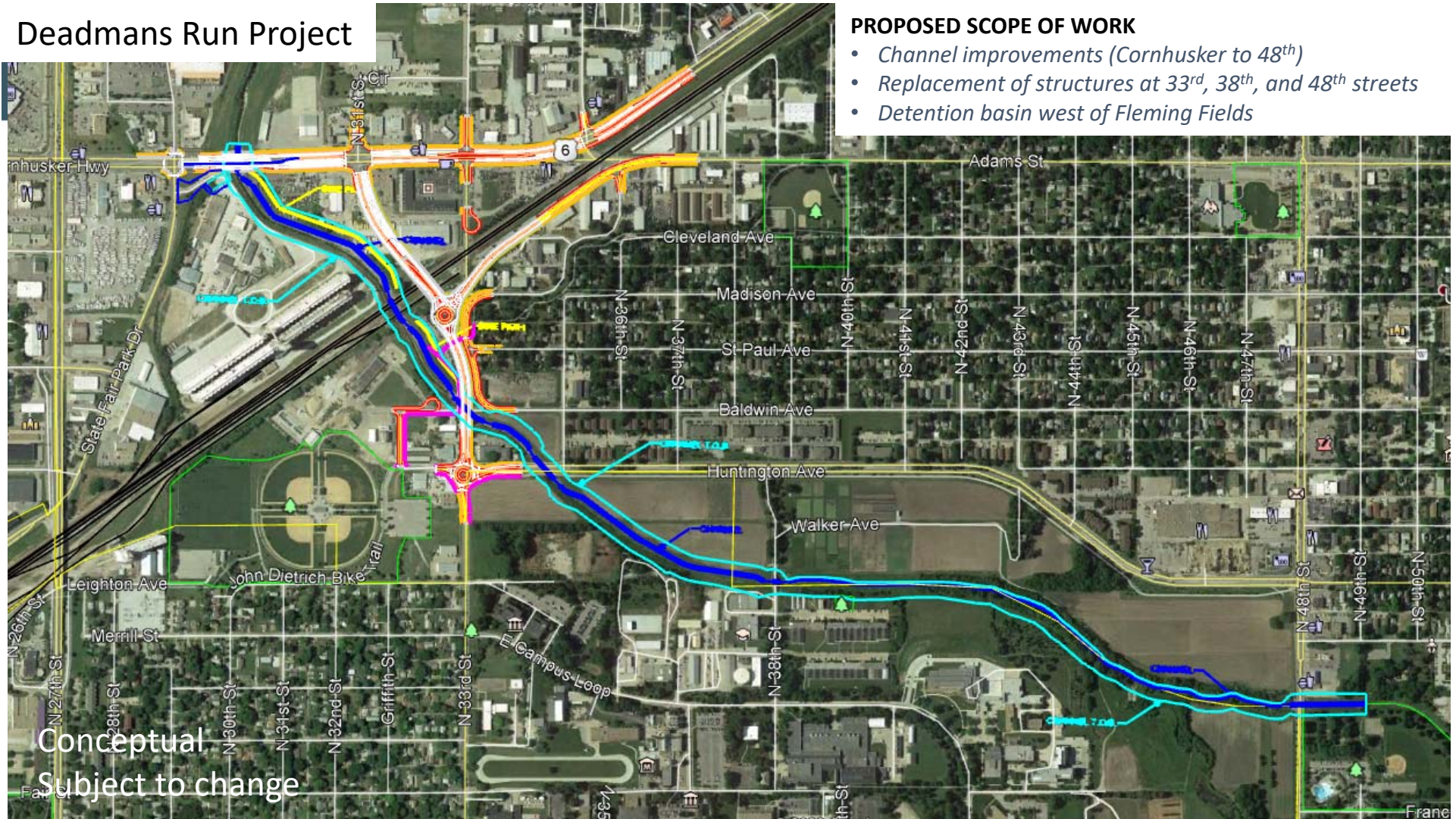


33rd & Cornhusker



& Cornhusker

Deadmans Run Project



N. 33rd & Cornhusker – Next Steps



This timeline graphic illustrates the overall project development tasks through construction and is subject to change based on project priorities or funding constraints.

33rd & Cornhusker

FINAL QUESTIONS?

