



MEMORANDUM

William Troe, AICP
Vice President

12120 Shamrock Plaza
Suite 300
Omaha, NE 68154
(402) 334-8181
(402) 334-1984 (Fax)

To: Chet Parsons, AICP
MPO Technical Advisory Committee
MPO Citizen's Advisory Committee

Date: April 11, 2006

Subject: Initial Screening Addendum Material for Distribution

BACKGROUND/PURPOSE

As we have continued to review the material for the TAC/CAC meeting next week, we have observed a couple of locations where we were not complete and you have also forwarded us several comments on locations where changes to the material were suggested. The purpose of this memorandum is to provide documentation to the entire TAC/CAC of those items.

ADDENDUM TO THE NON-MOTORIZED ALTERNATIVES MAP

Outlined below and in the attached map are adjustment/corrections to the non-motorized system improvement assessment summary:

1. On the map, the project described as a Bike Lane/Paved Shoulder along CR 119/3 should have been drawn showing a direct connection to the future University High School to be located west of US 119.
2. During the alternatives development phase, a project was suggested that included developing a trail/safe bike route that would connect a potential park-and-ride lot at Easton Hill to the Deckers Creek Trail (via Dug Hill Road). That alternative is shown in yellow on the map addendum.

During the alternatives screening process, the screening evaluation committee developed an alternate route to initial concept. It is shown as a green dotted line of the map addendum. This alternate routing turns south of CR 857 to avoid Easton Hill Road and to utilize the proposed industrial access road. It would follow the industrial access road to Hartman Run Road. If Hartman Run Road is improved with paved shoulders, the screening committee felt it would provide excellent access to the Deckers Creek Trail.

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As an element of the trail improvement concept there was discussion of providing a connected park and ride facility. Initially, a proposal for a facility at US 119/CR 857 was suggested. An alternate to the suggested location is at the junction of I-68 and CR 857. This adjustment is suggested primarily because an added level of utility of the park and ride lot is provided by capturing the users as early in their trip as is feasible when you are balancing convenience and travel time savings. The initially proposed site at US 119/CR 857 would be located at an intersection that in 2030 is forecasted to be congested. Thus, it would be desirable to capture users prior to this intersection and the junction of I-68/CR 857 is the most logical location and it also would be accessible via the trail extension proposal.

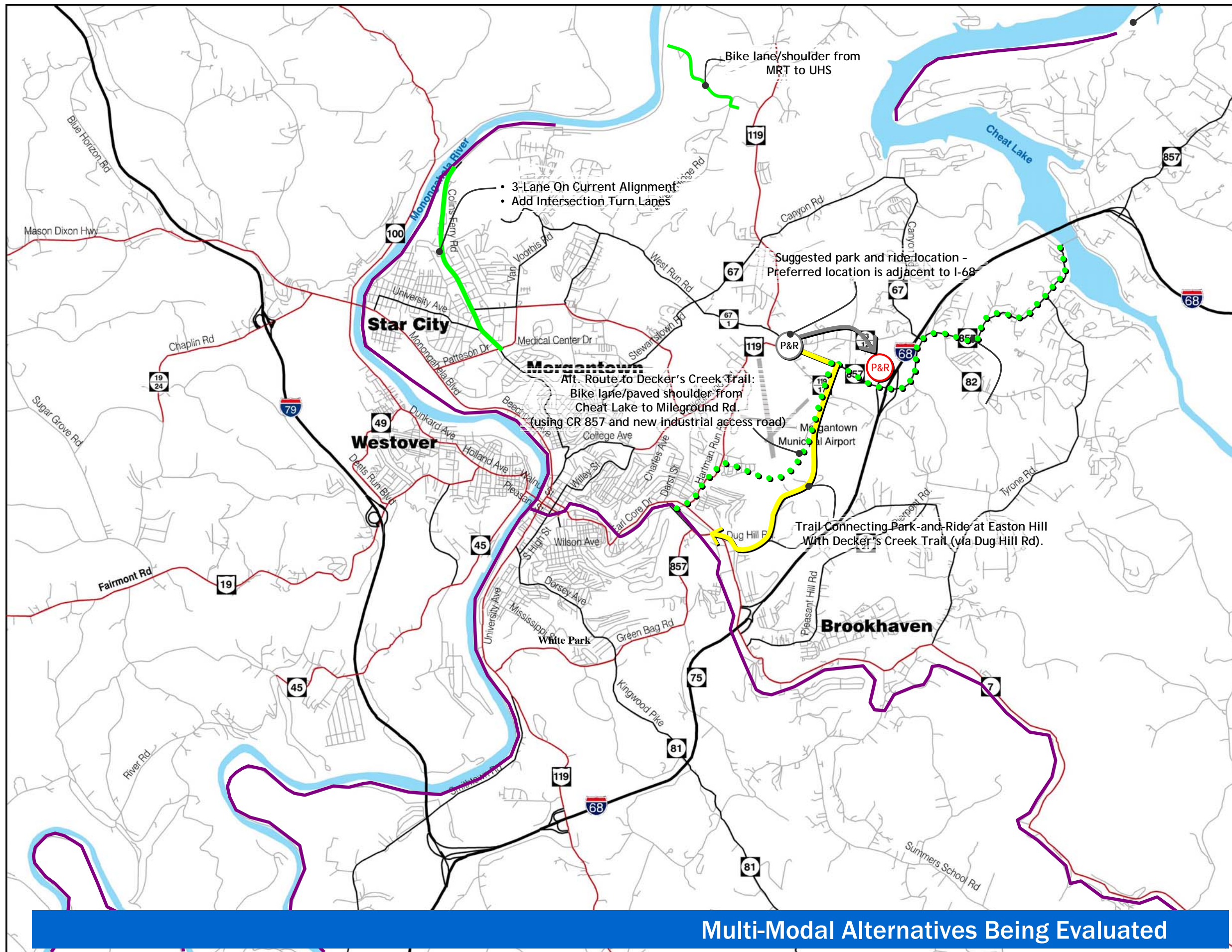
ADDENDUM TO THE ROADWAY ALTERNATIVES

In the roadway alternatives screening, improvements to Collins Ferry Road from Chestnut Ridge through the Mylan development was omitted. The route is displayed on the attach map and the potential alternatives are summarized in the attached table.

ACTION REQUESTED

As was stated in the original memo, the April 18, 2006 combined TAC and CAC meeting will be dedicated to reviewing the initial screening results for the roadway concepts, the transit concepts and the non-motorized system concepts. The desired product of the meeting will be a list of concepts to be maintained in development of the long range plan project list and a list of those ideas/concepts that will be dismissed or set aside.

If you have any questions, please contact me at 402-952-2522.



Legend

- - Corridor Improvement
- - New Facility
- - Existing Trail



Table 1: Alternatives Analysis Summary



Issue / Improvement Concept/ Elements	Evaluation Criteria Perspective				Initial Screening Recommendation
	Social	Engineering	Environmental	Cost Estimate	
Collins Ferry Road Congestion 1. Transportation System Management - Add intersection turn lanes. - Signalize Burroughs Street.	Minor Appears to be adequate areas adjacent to roadway for most improvements. Limited parking area improvements if add turn lane at Mylan/Mobile Home Park entrance.	2-lane plus left turn lanes would provide adequate capacity through 2030. May want to improve the junction of University/Collins Ferry to better designate a through movement. Could be an opportunity for a roundabout.	Minor	Low/Moderate	Maintain
2. Expand Corridor to 3-Lane (2-lane plus Center Turn Lane)	Moderate Property acquisition would be needed throughout the corridor. Not likely any complete acquisitions, but a strip from numerous properties. Potential for parking area impacts south of Meridan St., north of Burroughs St.	2-lane plus continuous left turn lane would provide adequate capacity through 2030. May want to improve the junction of University/Collins Ferry to better designate a through movement. Could be an opportunity for a roundabout. Benefits mainly observed in peak hours. Do operations improvements warrant land use impacts?	Minor	Moderate	Maintain