

RESOLUTION 2024-4

PLAN-IN-HAND REPORT APPROVAL

City of York

Resolution 2024-4

Whereas: City of York (City) and State entered into an LPA Program Agreement for State to assist City in the development and construction of an LPA Federal-aid transportation project;

Whereas: A project Plan-in-hand (PIH) meeting was held at the project site [including attendance by a city representative] and a PIH report has been written;

Whereas: The LPA Program Agreement requires the city to review the PIH Report and either request modification or approve the report;

Whereas: City wishes to approve the PIH as written.

Be It Resolved by the City Council of the City of York that:

The Mayor, Barry Redfern, is hereby authorized to sign the attached PIH Report on behalf of City and submit the signed copy of the report to the State.

NDOT Project Number: DPS-93(15)

NDOT Control Number: 43010

NDOT Project Description: Project Access York

Adopted this 1st day of February, 2024 at York, Nebraska.

The City Council of the City of York, Nebraska

<u>Wilkinson</u>	<u>North</u>
<u>Pieper</u>	<u>Sheppard</u>
<u>van Esch</u>	<u>Postier</u>
<u>Northrop</u>	

Board/Council Member Sheppard

Moved the adoption of said resolution

Member van Esch Seconded the Motion

Roll Call: 7 Yes 0 No 0 Abstained 1 Absent

Resolution adopted, signed and billed as adopted

CITY OF YORK

Barry Redfern
Mayor

Attest:

Amanda King
Signature City Clerk



Resolution C – PIH
(To be filled out by LPS RC)

Plan-In-Hand Report Outline

DETAILS

DATE: 09/25/2023
FROM: Patrick Lusk
TO: Project File
THRU: Paul Kieper
SUBJECT: Plan-In-Hand and Scoping Report

Project Location: Project Access York
Control Number: 43010
Project Number: DPS-93(15)

CLARITY SCHEDULE

The Clarity "Plan-In-Hand" late date is 01/17/2024.
The Clarity PS&E Turn-In date is 08/27/2026.

LOCATION (CE)

This trail project is 9.14 miles in length and is located in the city of York, York County, Nebraska. The project would provide a trail or bike lane connection between the businesses north of Interstate 80, Beaver Creek Trail, York Ballpark Complex, York University, Minck Park, York Elementary School, York Middle School, York High School, Miller Park, and the York County Fairgrounds.

SCOPE OF WORK

The improvements on this project consist of constructing an 8 to 10-foot-wide concrete trail and bike lanes. Additional improvements consist of rectangular rapid flashing beacon crossing lights, culvert work, removing and replacing sidewalks and pavement at drives and intersections, and ADA accessible curb ramps at the intersection of roadways. It also includes constructing a pedestrian trail bridge over United States Highway 81 (US-81) near MM 58.54.

TRAFFIC COUNT (13.1)

Traffic count data not applicable for the trail project.

DESIGN STANDARD (14.1)

HWY	MM-MM	Const Type	Speed (mph)	Terrain	PCS	NHS	Nat Func Class	St Func Class
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Design standards for the project utilize AASHTO's Bike Design Guidance. Refer to the Design Memorandum on OnBase for the project for additional design standard information.

CRASH HISTORY ANALYSIS

Crash history analysis not applicable for the trail project.

GENERAL

Name of Person Present	Representing

Patrick Lusk	Olsson - Engineering PM
Sarah Hruby	Olsson - Trail Design
Kyle McLaughlin	Olsson - Planning
Emilie Hudon	Olsson - Bridge
Paul Kieper	NDOT - LAD
Nicole Taylor	NDOT - LAD
Sue Crawford	City of York - City Administrator
James Paul	City of York - City Engineer
Barry Redfern	City of York - Mayor
Wes Wahlgren	NDOT - District 4

The PIH Site Visit was held on 9/25/23.

BRIDGES

Structure	Feature Crossed	Existing Structure
	US-81	None
Proposed Work		
3-Span Prefabricated Pedestrian Bridge		
Additional Information		
2 - 100' Spans and 1 - 160' Span		

AGREEMENTS

An agreement with the County of York would be needed based on the proposed detour route.

BALANCE FACTOR

A balance factor of 1.4 will be used in earthwork computations.

MATERIAL NEEDED

The project is Unbalanced and Mostly Embankment. The pay items are anticipated to be Earthwork Measured in Embankment and Water. The contractor will be required to furnish borrow.

ACCOMMODATION OF TRAFFIC (15.1,15.2,15.4-15.9,16.2-16.6)

(15.1 - 15.2) The detour would be in affect for 1 day as the prefabricated pedestrian bridge is set in place over US-81. The work would be performed at night as to minimize traffic disruptions while the operation is taking place.

(15.4, 15.8) The out of direction travel is approximately 18.5 miles. No improvements are anticipated on the detour route. The proposed route would be from US-81 to US-34 to County Road H to I-80 back to US-81.

(15.5) The York County Fair held in August year to year. Work along Nebraska Avenue near the Fairgrounds would be completed prior to, or after the fair as to not impact the local event on a temporary basis. Other local events are still to be determined.

(15.6) Temporary night closure and detour of US-81 for the work to place the prefabricated pedestrian bridge would potentially impact businesses temporarily for that short amount of

time. Permanent impacts to Wendy's, McDonald's and Arby's for the pedestrian bridge work. ROW and/or Easements would be required from those properties to construct the bridge adjacent to them.

(15.7) The project would not affect permanent traffic patterns.

(15.9) Work would be scheduled at night to mitigate and reduce the number of cars potentially affected by the temporary detour route.

(16.2-16.3) Access to several residential properties is anticipated to be temporarily closed during construction for greater than 10 working days but less than 30 business days.

(16.4) Several business driveways would be reconstructed with the project. Hinz Sales & Service and Dairy Queen would have their backside driveways reconstructed with the trail. Their primary access driveways would not be impacted. The west drive access to Walmart would be temporarily impacted for the trail construction adjacent to the driveway. The east drive access(s) to Walmart would not be impacted. NPPD substation drive entrance near York High School would be reconstructed with the project. Impacts would be greater than 10 working days but less than 30 working days for each commercial driveway to be reconstructed.

(16.5) Impacts to emergency services are not anticipated. Special accommodation would be coordinated with Fire and Ambulance during the night closure of US-81.

(16.6) McDonald's property would potentially lose 2 parking stalls and their dumpster would need to be relocated to a different area of the property. Wendy's east gravel parking lot drive entrance would be closed too. The property owner was included in early conversations of the pedestrian bridge location and was agreeable to closing the gravel driveway to prevent trucks from parking on his property.

CONSTRUCTABILITY ISSUES

- Pedestrian bridge construction will involve relocation of the NPPD overhead power line prior to the construction of the bridge. The pedestrian bridge will also include a traffic detour of US-81 while the bridge is being set in place.

CHANGES

The discussed and agreed upon changes from the PIH site visit are listed below along with their approximate cost savings.

- The Nebraska Avenue side path trail located on the west side between 14th & 16th Streets under the BNSF railroad bridge will be removed and the existing street will be marked as shared bike lanes. This section connects to proposed buffered on-street bike lanes to the north and to a two-way on-street cycle path to the south. The approximate costs savings are \$160,398 as documented within the Practical Design Cost Savings Report.

- The Nebraska Avenue side path trail located on the east side on the Cornerstone Ag Complex (where the County Fair is held) will be removed and the buffered bike lanes will end at the south end of the property. The approximate costs savings are \$44,448 as documented within the Practical Design Cost Savings Report.

- The Lighting design will be reviewed to potentially reduce the lighting costs for the bridge.

- The Public Schools Trail route was revised on the west side of the Elementary School to turn down E 15th Street on the south side and then north on the east side of Maine Avenue to the currently proposed crossing of Maine Avenue over to the Middle School. The approximate cost savings are potentially neutral due to the savings of ROW impacts, utility impacts and tree removals, and the addition of curb ramps and some driveway reconstruction.

- The York University Bike Lane route was revised to end on the east side of the University limits. The approximate costs savings are minimal and are potentially less than \$5,000.

- The Nebraska Avenue Cycle Track was revised to be on the west side of Nebraska Avenue instead of the east side to allow for more parallel parking to remain along the roadway. The approximate cost savings are potentially neutral.

- The Public Schools Trail route on the south side of the Middle School was revised to be

located on the north side of the trees on the south end of the property and not meander through the trees. The approximate costs savings are minimal due to the savings a few tree removals and are potentially less than \$5,000.

- The Village 81 Trail will explore a possible stub-out connection over to the Convention Center parking lot where there may be electric vehicle charging stations. The approximate cost addition would be minimal due to the short length and is potentially less than \$1,000.

RIGHT-OF-WAY (1.1-1.5,16.1)

(1.1-1.5) Acquisition of right-of-way is anticipated for this project

(1.1) ROW will be required and there are 110 tracts estimated.

1.2) The estimated amount of ROW acquired is not expected to be greater than two AC/mile.

(1.3) The type of property proposed to be acquired is farmland, pasture, residential, and business.

(1.4-1.5) The preliminary estimate of ROW acquisition undetermined as existing ROW is still being laid out for the project.

(A) Lot corner re-establishment will be a contract item.

(B) Access Control is **NOT** proposed on this project.

RELOCATION ASSISTANCE (1.6-1.7)

Relocation assistance is not anticipated on this project. However, buildings will need to be removed at the following locations.

M.M.	Station	Side	Description
2117+10	Lt		Livestock Shelter (24' x 16')
2122+30	Lt		Livestock Shelter (40' x 40')

MISCELLANEOUS (12.1,20.1)

(12.1) Noise mitigation not anticipated for the project.

(20.1) The project is located within a Wellhead Protection Area.

SNOW CONTROL

Snow control measures are not applicable for this project.

PRACTICAL DESIGN

The following items have been reviewed and discussed as practical design cost savings alternatives for the project and are included in the Practical Design Cost Savings report on OnBase.

- Converting Nebraska Avenue Trail under the BNSF bridge to Shared Bike Lanes
- Converting north end of Nebraska Avenue Trail to Buffered Bike Lanes
- Converting Village 81 Trail from Concrete to Gravel from 35th to Beaver Creek Trail
- Removing the Bridge Lighting System
- Removing the Aesthetic Enhancements to the Bridge

RELINQUISHMENTS

No relinquishments are anticipated for this project.

ROADSIDE DEVELOPMENT

Sodding, Type C Seeding, Erosion Control Type 1E and Silt Fences are anticipated for the project.

MS4 (8.2) & SECTION 402 (8.3)

(8.2) The project is not located in a MS4 community. No Stormwater Treatment Facilities will be included in the project.

(8.3) This project disturbs more than 1 Acre of ground and will require a NPDES Storm Water Permit.

PUBLIC MEETINGS (18.1)

A public information meeting is anticipated for this project.

A targeted mailer is also anticipated for the project.

4F-6F LANDS (2.1,3.1)

(2.1) The 4(f) properties identified within the project area are Beaver Creek Park, Beaver Creek Trail, York Ballpark Complex, York Elementary School, York Middle School, York High School, Miller Park, York County Fairgrounds, Mincks Park & East Hill Park. A 4(f) Exception or Temporary Occupancy is most likely to occur at Beaver Creek Trail, York Ballpark Complex, York Elementary School and York Middle School for trail construction or connecting the new trail to existings trails.

(3.1) Section 6(f) properties have not been identified within the project area at this time.

HISTORIC PROPERTIES (10.1)

Four historic properties have been identified within the project area. The City Auditorium, York Public Library, Home at 1027 N Nebraska Ave, and Home at 1008 N Nebraska Ave are all located along Nebraska Avenue. The proposed improvements along Nebraska Avenue would occur within the street ROW and would not impact the four properties listed. The improvements planned along Nebraska Avenue included lane restriping for the accommodation of a buffered two-way cycle track.

SIGNALS

Traffic signals are not anticipated with the project.

5 Rapid Rectangular Rapid Flashing Beacons are proposed with the project.

LIGHTING

Lighting is anticipated for the pedestrian overpass of US-81.

UTILITIES (4.2)

NPPD is located within the project area and is anticipated to be impacted by the proposed pedestrian overpass bridge location. Relocation of the highway crossing of the NPPD line would need to occur prior to the project and would be funded with federal funds.

RAILROAD

Trail construction along Nebraska Avenue was previously shown to cross beneath the BNSF

railroad bridge. A decision at the PIH site visit to change this section from off-street to on-street shared bike lanes was made. This would remove the need for railroad coordination on this segment.

Trail construction along N Blackburn Avenue would connect into the existing pedestrian at-grade crossing just short of the BNSF ROW. Work would stay out side of the BNSF ROW in this area.

REMOVALS

No removals are anticipated by the District.

Additional removals are anticipated on the project such as trees, pavement, sidewalk, driveways, and parking lot pavement. Small structure removals include a dumpster structure and two livestock sheds.

WETLANDS/WATERS OF THE U.S. (7.1,7.3,7.4)

(7.1) Wetlands and stream channels are located within the project study area.

(7.3-7.4) 0.4 acres of wetland impacts are anticipated. No channel impacts are anticipated.

On-site mitigation is not anticipated with this project.

FLOODPLAIN/FLOODWAY (6.1,6.2)

(6.1) Review of floodplain mapping shows that the project overlaps upon one or more Zone A Floodplains. Certification(s) will be required from the Roadway Design Hydraulics Section and/or the Bridge Hydraulics Section confirming that the project conforms to floodplain regulations. Certifications will be forwarded to the Environmental Permits Unit for inclusion in a Permit Application.

(6.2) It is anticipated that this project will be certified to meet floodplain regulations. It is not anticipated to cause greater than one foot of rise in the Base Flood Elevation within a Zone A Floodplain, any rise in the Base Flood Elevation within a Designated Floodway, nor to impact a building.

SPECIAL INVESTIGATION

Geotechnical investigation will be needed from NDOT after the PIH Site visit to determine the structural details of the pedestrian bridge pier and abutment reinforcing.

CONSTRUCTION SCHEDULE

(Tree Removal) Tree removal will need to occur prior to April 1.

(Schedule) The project will take approximately 270 working day(s), and 2 construction season (s).

TEMPLATES

Connecting templates are not applicable for this project.

EXCEPTIONS/ RELAXATION OF STANDARDS

The project has been reviewed and conforms to all minimum design standards. No relaxations or exceptions will be required.

HAZARDOUS WASTE (11.4)

7 superfund sites have been identified within a mile of the project. Dozens of other facilities

have been identified within 1/10th of a mile of the project.

SAFETY ENHANCEMENTS

CURB RAMPS WILL BE BUILT

EXISTING CURB RAMPS WILL BE UPGRADED TO CURRENT ADA STANDARDS OR REBUILT

GRADE SEPARATION

REMOVE PARKING

SEPARATE BICYCLE PATHS

SIDEWALK/ PATHWAYS

ACCOMMODATION OF BICYCLES & PEDESTRIANS (4.3)

(4.3.4) Bicycle paths will be included on this project. This project's purpose is to construct bikeways and bikelanes along the entire project length.

CURB RAMPS & SIDEWALKS

Curb ramps will be included and blended to the sidewalks and bikeways where required within the project limits.

ADA ACCESS DURING CONSTRUCTION

Pedestrian detours would be included along with sidewalk construction to improve the detour routes. Potential areas identified include: the north side of E 19th Street, south side of York High along Duke Drive, west side of York Elementary along Pennsylvania Avenue, west side of S Maine Ave between Nobes Rd. and Raell Dr.

RETAINING WALLS

- Ballpark Trail - Sta. 3006+25 - 3007+55 (130'), Approximately 3' High
- Ballpark Trail - Sta. 3013+90 - 3015+00 (110'), Approximately 7' High
- Ballpark Trail - Sta. 3061+11 - 3063+21 (210'), Approximately 3' High

AIRPORT (20.3)

The York Municipal Airport is located within 2 miles of the project limits. Coordination with NDOT Aeronautics has not yet occurred.

COMMENTS

Refer to the Plan-In-Hand plans on OnBase for additional comments.

DIVISION INVOLVEMENT

Bridge Involved	YES
FHWA Involved	YES
NDOT District 1 Involvement	
NDOT District 2 Involvement	
NDOT District 3 Involvement	
NDOT District 4 Involvement	YES
NDOT District 5 Involvement	
NDOT District 6 Involvement	

NDOT District 7 Involvement

NDOT District 8 Involvement