

Appendix E Congestion Management Process

Congestion Management Process

Lincoln Metropolitan Planning Organization

Adopted by the MPO Officials Committee 9/24/09

Introduction

The intent of the Congestion Management Process (CMP) - formerly known as a Congestion Management System (CMS) - is to provide a systematic, transparent, and continuous way for transportation planning in metropolitan areas to identify and manage congestion in a multi-modal manner. Through performance measures and identification of local priorities, a CMP intends to better direct funding toward projects and strategies that are most effective for addressing congestion at the local level. The CMP is to be supportive and folded into the overall metropolitan transportation planning process that includes the development and implementation of the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

As a process, the Congestion Management Process is a continuous cycle of transportation planning activities designed to provide decision makers with better information about transportation system performance and the effectiveness of different strategies that improve the effectiveness of the existing and future transportation networks. Over time, the most cost-effective strategies appropriate to Lincoln's specific local conditions and needs are to be identified and implemented. Enhancing the mobility of people and goods is the ultimate intent of the CMP through implementation of efforts that reduce the level of congestion in the transportation system.

Background

While on the whole, Lincoln experiences much less congestion than other major urban areas, Lincoln has experienced increasing congestion within the urbanized area which is only partly attributed to the rise in population. The population of the City of Lincoln increased from 128,521 in 1960 to 251,624 in 2008, averaging 1.4 percent growth per year. The prime reason for the increase in congestion is the increases in population, but it is also attributable to a significant rise in drive-alone trips and increasingly longer trips. Over the past 20 years, the Lincoln urban area has showed a general decrease in auto occupancy accompanied by an increase in registered vehicles of 2.15 percent per year and an increase in vehicle miles traveled by 2.9 percent per year. Along with this, the U.S. Census data shows the average household size has declined while the number of trips from each household and the average travel times per vehicle has gone up. The result is intensifying congestion within the Lincoln urban area.

The Congestion Management Process (CMP) seeks a "management" solution to the growing traffic problem by targeting resources to provide operational management and travel demand reduction strategies. Although major capital investments are often made to meet the growing travel demand, the CMP also investigates lower cost strategies that complement major capital recommendations. The result is a more efficient and effective transportation system, increased mobility, and safer travel.

Lincoln Metropolitan Planning Organization

The City of Lincoln is the federally recognized Metropolitan Planning Organization (MPO) for the Lincoln Metropolitan Area, serving Lincoln and Lancaster County to carry out transportation planning and decision-making for the Lincoln urbanized area and Lancaster County. The MPO provides a forum for cooperative decision-making among responsible state and local officials, public and private transit operators, and the general public. The MPO coordinates the planning activities of all transportation-related agencies and adopts long range plans to guide transportation investment decisions. Plans and programs consider all transportation modes and support community development and social goals.

Transportation Management Area

The 2000 Census identified the Lincoln Urban Area as having a population of 226,582 and accordingly, the Secretary of Transportation designated the Lincoln MPO as a Transportation Management Area (TMA). This classification qualifies the Lincoln MPO for specific shares of federal transportation funds, but along with this it also establishes additional administrative and planning requirements in the transportation planning process. These additional planning activities relate primarily to the development of a Congestion Management Process (CMP), project selection, public involvement and the MPO certification process.

Federal Transportation Legislation

Federal transportation regulation Section 450.316 of 23 CFR Part 450, Statewide Planning, Metropolitan Planning Rule, identifies “the need to relieve congestion and prevent congestion from occurring where it does not yet occur.” Further, Section 450.320 of the rule specifies that in the TMAs, the planning process must include the development of a CMP that provides for effective

management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies and meet the requirements of federal regulation 23 CFR 500 Subpart E.

A CMP is required for all Transportation Management Areas. Section 500.109, Congestion Management System of 23 CFR Part 500, Management and Monitoring Systems defines congestion as “the level at which transportation system performance is no longer acceptable due to traffic interference.” The federal rule states that in all TMAs, the CMP shall be developed, established and implemented as part of the metropolitan planning process in accordance with 23 CFR 450.320. The CMP is the “development of a congestion management process that should result in multimodal system performance measures and strategies that can be reflected in the transportation plan and TIP.” The regulations further stipulate that the “level of service performance deemed acceptable by State and Local transportation officials may vary” depending upon the “type of transportation facility, geographic location (metropolitan area or subarea), and/or time of day.” The regulations also note that “consideration should be given to strategies that manage demand, reduce single occupant vehicle travel, and improve transportation system management and operations.”

Congestion Management Process: The 8 Steps

The Lincoln MPO views congestion management in the context of the overall transportation planning process and as a tool to ensure that existing and new transportation infrastructure is effectively managed and maintained.

An effective Congestion Management Process can improve the operational efficiency of Lincoln’s transportation infrastructure. It provides guidance for effectively allocating human, capital, and financial resources in order to reduce travel-time delays, improve air quality,

and conserve energy. These improvements are important to the region's environment, economy, and quality of life. They directly benefit automobile and transit vehicle users as well as truck and freight operators, pedestrians and bicyclists. The continued development and coordination of this process is an important element of the Lincoln transportation planning process. It is used as a guide to develop project recommendations for the TIP and to provide policies for the congestion management element of the Long-Range Transportation Plan.

A CMP annual report exists to provide the necessary information for the identification of areas with congestion or safety issues, to develop and assess potential mitigation strategies, and to support prioritization decisions on investments in congestion and safety improvements. This report can be developed further over time to address changing aspects of the transportation system.

The Congestion Management Process has been described as an "8 Step" process, as follows:

1. Develop Congestion Management Objectives

Congestion management objectives are derived from the vision and goals articulated in the Lincoln/ Lancaster County Comprehensive Plan and the Long-Range Transportation Plan. The vision and goals are developed early in the planning process and provide guidance to the CMP.

2. Identify Application Area

A congestion management process should be applied to a specific geographic area and network of surface transportation facilities. The area should include the Urban Area boundary plus the area that will become urbanized within twenty years.

3. Define System or Network of Interest

The CMP network should identify the characteristics of the surface transportation network under consideration. The CMP should be multi-modal, so the network should include highway,

transit, pedestrian and bicycle facilities. The CMP could consider particular corridors or activity centers, in addition to encompassing an entire metropolitan area. A CMP may also comprise a combination of regional, corridor, and activity area definitions, with each component serving different, specific purposes.

4. Develop Performance Measures

Adopt key performance measures relevant to the operations objectives and to the congestion problems facing the region. Most regions use a variety of measures to identify congested locations and to track system performance over time. Recognize that performance measures can be applied flexibly. Different levels of congestion, for instance, may be acceptable in different places and at different times.

5. Institute System Performance Monitoring Plan

System performance monitoring should be a coordinated program for data collection to assess the extent of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. The selected data elements should be relevant, readily available, timely, reliable, consistent, and susceptible to forecasting.

6. Identify and Evaluate Strategies

Using performance measures, analytical tools, and available data enables the identification of congested locations. Congestion may be recurring or nonrecurring; the CMP should be capable of analyzing both types of congestion. Strategies to mitigate the congestion should be developed and analyzed for the best solutions.

7. Implement Selected Strategies and Manage Transportation System

Information developed through the CMP should be applied to establish priorities in the Transportation Improvement Program thereby facilitating the implementation of the congestion management process, either through a formal or informal process.

8. Monitor Strategy Effectiveness

The CMP should periodically evaluate the effectiveness of identified and implemented strategies. It is essential that the analysts utilize the performance measures developed through the CMP to determine the effectiveness of the selected strategies.

1. Develop Congestion Management Objectives

Congestion can be defined quantitatively as a function of actual facility volume to accepted facility capacity (how many of a particular modal choice are utilizing a facility designed to accommodate a certain number of users), or qualitatively, as how well a motorist feels the facility is meeting their needs (taking too long, degree of maintenance satisfaction, etc.). Because planning for and providing safe and efficient mobility for people and goods is one of the most essential functions of transportation, identifying congestion management strategies that allow cost-effective ways to maintain and improve mobility is a high priority.

The Lincoln/ Lancaster County Comprehensive Plan and the Long-Range Transportation Plan have laid out the following objectives in relation to the transportation system:

- ◆ Develop a balanced transportation system that meets the mobility needs of the entire community;
- ◆ Use the existing transportation system to its best advantage;
- ◆ Develop and maintain a sustainable transportation network that minimizes energy consumption and pollution;
- ◆ Increase the use of transit, bicycling and walking through the use of improved facilities and land use designs;
- ◆ Provide safe and efficient railroad travel while minimizing the delays and barriers it causes.

These objectives are used to inform and guide the congestion management process.

2. Identify Application Area

The application area for the CMP is the urbanized area of Lincoln plus the area expected to be urbanized within the next twenty years. Since the majority of the area outside this limit is planned to be rural, congestion is not expected to be an issue except under specific conditions.

3. Define System or Network of Interest

The primary system for the Lincoln-Metropolitan Planning Organization Congestion Management Process will be within the City of Lincoln. The process will focus on the freeways, expressways, arterial streets, transit routes, sidewalks, and trails within the application area, but any facilities within the County that are experiencing congestion, even through anecdotal evidence, should be evaluated. Other modes, such as freight, could also be evaluated if data indicates the presence of congestion.

4. Develop Performance Measures

Performance measures should:

- ◆ Provide a tool to evaluate transportation system performance and identify system deficiencies, based on an accepted standard of operation;
- ◆ Provide the means to identify roadway system congestion at a level that facilitates the development of congestion management strategies;
- ◆ Provide the means to evaluate the use of transit and non-traditional modes of transportation to alleviate roadway congestion and enhance mobility of persons and goods; and

- ◆ Use existing or easily obtainable data and resources to efficiently identify transportation system deficiencies.

The Congestion Management Task Force studied the issue of acceptable street performance characteristics in detail in 1994-1996. The Task Force findings were that the community desires to maintain the Level of Service for streets and major intersections at level of service "C" or above. To the extent possible, this was to be accomplished using an incremental approach in system improvements that would minimize impacts to surrounding neighborhoods.

The Task Force selected average travel speeds for arterial streets as the level of service measurement. It was determined when the average speed along an arterial with a posted 35 MPH speed limit reached 18 MPH, which is the dividing line between Level of Service C and D, studies would be prepared to evaluate operational improvements within the travel corridor. If the speed drops below 16 MPH, then the study recommendations would be implemented.

For signalized intersections, Level of Service C is designed for the opening year of any improvement, with a Level of Service no worse than D for the future design year. Studies and local evaluations have shown that roundabouts typically operate even better than signalized intersections for given traffic volumes, so using roundabouts in place of traffic signals has received increased consideration in recent years.

The Metropolitan Planning Organization has traditionally updated the vehicle occupancy report every two to three years. By determining the number of people riding in each vehicle, the effectiveness of non-capacity type congestion management activities can be measured. The latest studies have shown the average vehicle occupancy has dropped to near record lows of approximately 1.20 people per vehicle. Reversing this trend and increasing occupancy numbers should be a goal of the planning process.

Crash rates are both a cause and effect of con-

gestion. A roadway with high crash rates can experience higher congestion due to the increased number of delays caused by crashes. Conversely, a highly congested corridor can experience a higher crash rate due to high traffic volume. Although congestion is not the only factor contributing to the crash rate of a roadway, it most certainly does have some effect. Therefore, utilizing crash rates in establishing the most highly congested roadways adds one more aspect in the formula, thus making congested roadway selection more accurate. The goal of the City's Engineering Services staff is to keep the number of crashes occurring on the Lincoln street system at or below the number of crashes experienced in 2000. Since traffic volumes in the urban area tend to increase at a rate of 2 to 3 percent annually, by holding the number of crashes constant, the crash rate (number of crashes per vehicle mile traveled) will drop. The County Engineering Department also reviews crash data on County roadways and may identify locations that need investigation related to congestion.

With 55% of all congestion caused by non-recurring events such as crashes, construction, weather and special events, much effort is placed toward addressing these incidents. Incident management programs, event management, system maintenance, ITS applications, construction planning, safety programs and law enforcement coordination are all used to address non-recurring congestion.

Sidewalks and/or trails should be in place along both sides of all arterial, residential and commercial streets. The availability of pedestrian facilities promotes system management goals, since it enhances and encourages pedestrian movement throughout the City, which in turn helps reduce the numbers of vehicles on the streets. Sidewalks need to be well maintained, with no vertical discontinuities greater than one and a half inches in height. Improved pedestrian crossings, including pedestrian signals, are to be continually considered based on usage and safety factors. The sidewalks, including curb ramps, are to be

fully ADA compatible. Consideration should be given to including on-street bicycle facilities any time a new road is being designed. Further development and maintenance of the trail system should occur on an ongoing basis. Pedestrian user counts on downtown sidewalks, along with counts of users on on-street bicycle facilities and the trail system should be used to identify high use areas.

In the broadest sense of Street System Standards, consideration is given not only to the performance of the transportation system, but also to the performance of the street infrastructure, namely maintenance requirements. Using standard rating criteria, the City has set a goal of having all streets maintained to a pavement rating of 70, the dividing line between good and fair condition. Below 70, street condition deteriorates much more rapidly than for streets above a rating of 70. Work has been done and will continue to upgrade the current street standards.

The City and County have adopted the Rural to Urban Transition Streets (RUTS) standard as a means to more efficiently construct roads in the suburban growth areas around the City so that they can easily be turned into urban arterials in the future. Private street standards have also been reviewed to determine whether they should be brought more in line with public street standards.

Based on the 2007 Transit Development Plan, StarTran tracks the usage of public transportation within the City of Lincoln, including StarTran buses, handivans and brokered transportation services. StarTran has set multiple criteria for the services they provide. Routes should be served every 30 minutes during the peak hours and every 60 minutes during off peak times and on Saturdays. The span of the service is set to be 16 hours on weekdays and 12 hours on Saturdays. In order to determine the directness of the trips they serve, a standard of 25% (transfer trips/revenue trips) is the maximum rate for

transferring. The other major factor used is the availability of routes, which deals with determining where service should be provided and the spacing of bus routes. The following chart indicates the standards StarTran has set in this area. In addition, StarTran strives to serve all major activity centers, such as large employers, health care facilities, educational facilities, shopping

Route Spacing Guide

% of Households without Automobiles	Population Density (Persons per Square Mile)			
	Over 6,400	4,500 to 6,400	2,500 to 4,449	Under 2,500
Over 15.0	¼ Mile	¼ Mile	¾ Mile	½ Mile
10.0 - 15.0	¼ Mile	¾ Mile	½ Mile	1 mile or paratransit
5.0 - 9.9	¾ Mile	½ Mile	1 mile or paratransit	*
Below 5.0	½ Mile	1 mile or paratransit	*	*

centers and social service/government centers, if they are large enough to attract an adequate number of transit trips.

Air quality monitoring provided by the City of Lincoln/Lancaster County Health Department (LLCHD) is compared to Federal air quality standards. It is important for the City of Lincoln to remain in compliance with Federal guidelines. A secondary goal is for the Lincoln area to continue to improve its air quality through improvements in the transportation system.

5. Institute System Performance Monitoring Plan

The City of Lincoln uses a wide variety of methods to monitor and evaluate the performance of its multimodal transportation system. This is an ongoing program, some of which is done by City staff, while other work is performed by consultants. In addition to formal studies done to determine this data, staff also spends considerable time in the field monitoring corridors and intersections to assure that they are operating safely and efficiently.

Additions to the transportation system infrastructure are tracked by the Public Works Department. This is done through additions to the City's GIS records system.

An automobile occupancy study is performed periodically to show the average number of people in each vehicle on the streets of the community. This helps determine whether people are car-pooling or riding buses versus driving alone. Trends in automobile occupancy are helpful in determining if Transportation Demand Management efforts are working, as well as for providing needed data for transportation model updates.

In keeping with the Traffic Operations Section's goal of monitoring arterial street traffic flow over time, a traffic optimization effort was started in 1998. City staff and engineering firms conduct and analyze traffic conditions along arterial streets. Corridors are studied and their signal timings modified to improve the traffic operations along the corridors.

Traffic volume counts are taken to provide data on the number of street users. These daily traffic volume counts are used to document the changes in conditions over the entire arterial street system. These counts are used as data in the transportation modeling activities. Turning movement counts are taken primarily for the purpose of reviewing the need for installation of protected left turn signal arrows or other signal timing changes.

User counts at pedestrian crossings in downtown Lincoln and other high pedestrian activity areas are taken to provide data on the number of pedestrians. Trail user counts and on-street bicycle facility user counts are taken to inform the level of activity and areas of high use. Walkability and bikeability audits in specific neighborhoods are also conducted.

The number of traffic-related crashes occurring city-wide is tracked. The crash data is taken from Police reports and put into the City's crash records system. By studying the causes of crashes and finding ways to mitigate them, non-

recurring congestion resulting from crashes can be reduced. Crashes also generally increase at intersections with poor service levels, so this can be an indicator of areas that need to be investigated.

Transit usage is tracked by StarTran. The inclusion of Automatic Vehicle Location (AVL) system equipment on buses has greatly improved the ability to track information, as well as improving safety and efficiency of the fleet. The number of passengers and passenger miles of travel are some of the data that StarTran tracks to determine the impacts of mass transit in Lincoln. Other data collected includes hours operated, costs for service, and miles traveled. In addition to StarTran buses and handivans, they also track the use of brokered transportation services.

The City of Lincoln/Lancaster County Health Department monitors air quality throughout the City. This provides information for National Ambient Air Quality Standards reporting requirements, as well as giving baseline data to determine what impacts the transportation system is having on the quality of the air that citizens must breathe.

These sources of information and measures are used to assist in the ongoing CMP. Additional measures may be developed in the future.

6. Identify and Evaluate Strategies

An effective and comprehensive congestion management program should focus on three areas: management of transportation system supply, management of transportation demand and management of land use.

The management of transportation system supply is generally defined as facility expansions and operational changes to improve the performance of the existing network and services. This includes the construction of and possible expansion of highways, transit facilities, sidewalks, trails, and on-street bicycle facilities; the provi-

sion of improved traffic signalization schemes; traffic engineering improvements, such as turn lanes, one-way streets, reversible lanes, and turning restrictions; Intelligent Transportation Systems (ITS) mechanisms, such as traffic management centers, incident detection programs, motorist information systems, and incident response management.

The management of transportation demand is generally defined as any actions intended to influence the intensity, timing and spatial distribution of transportation demand for the purpose of reducing VMT, the impact of traffic, and enhancing mobility. This includes a multimodal approach, ridesharing, parking management strategies, and alternative work hours. Additional efforts in transportation demand management are possible to help alleviate levels of congestion.

The management of land use concerns the consideration of the linkage between land use and transportation, in that trip-making patterns, volumes and modal distributions are a result of the existing land use and future land use/development policies. Urban design and land use policies, growth management strategies and access management policies are mechanisms to manage the land use and transportation linkage.

Strategies for Management of Transportation System

- ◆ Access management
- ◆ Geometric improvements (bottlenecks)
- ◆ Additional system capacity
- ◆ Traffic signal timing and optimization
- ◆ Roundabouts
- ◆ One-way streets
- ◆ Reversible lanes
- ◆ Dynamic messaging
- ◆ Incident management systems
- ◆ Special events and work-zone planning
- ◆ On-street parking management
- ◆ Complete streets designs
- ◆ Intelligent Transportation Systems technologies
- ◆ Traffic operational improvements
- ◆ Advanced parking systems
- ◆ Electronic payment systems
- ◆ Freight route planning
- ◆ Widened sidewalks and trails
- ◆ Expanded transit facilities
- ◆ Trail system development
- ◆ Pedestrian system requirements
- ◆ System maintenance programs
- ◆ On-street bicycle facility development
- ◆ Pavement management
- ◆ Street connectivity
- ◆ Sidewalk replacement program

Strategies for Management of Transportation Demand

- ◆ Public education and promotion
- ◆ Public transportation improvements
- ◆ Shuttle services
- ◆ Ridesharing programs
- ◆ Guaranteed ride home
- ◆ Staggered work times
- ◆ Electronic payment systems
- ◆ Multimodal transportation studies
- ◆ Formalize transportation demand management program
- ◆ Incentive programs
- ◆ Telecommuting
- ◆ Bicycle racks and lockers
- ◆ Route planning

Strategies for Management of Land Use

- ◆ Trip Caps
- ◆ Mixed-use & in-fill development
- ◆ Discourage strip development
- ◆ Create transit corridors
- ◆ Encourage walkability
- ◆ Access management
- ◆ Complete streets planning
- ◆ Pedestrian and bicycle design standards

Identifying Appropriate Strategies

Congestion management strategies are not one size fits all. Instead, the congested roadways or intersections must be examined carefully to determine which management strategy will best address particular problems. Screening questions need to be asked to better evaluate the benefits and appropriateness of a particular strategy for solving the congestion and/or safety issues of a particular area. Some screening questions that should be asked when exploring congestion management strategy options are as follows:

- ◆ Does available right-of-way or median width exist for an improvement?
- ◆ If an intersection project is being considered, does the intersection geometry allow the proposed fix while maintaining design standards?
- ◆ Does the modification improve safety?
- ◆ Does the roadway segment present multiple opportunities for improvement?
- ◆ Could the congested roadway benefit from transit service or additional bicycle and pedestrian improvements?

In developing the CMP strategies, it becomes clear that there is not a single solution to congestion. Instead, an effective CMP must incorporate a coordinated approach consisting of several complementary elements. The selected strategies should provide the most cost effective trans-

portation system improvements that enhance mobility and reduce traffic congestion based upon funding requirements and the feasibility of implementing certain strategies in the local political environment.

7. Implement Selected Strategies and Manage Transportation System

Since congestion mitigation strategies cannot be implemented for all congested facilities simultaneously, a systematic method for determining which congested facilities and strategies should be given the highest consideration must be in place. The following steps should be examined to determine project priorities:

- ◆ The facility/goal/program is identified in the Comprehensive Plan.
- ◆ The facility is identified in the CMP Report as experiencing congestion, or there is a special request to the MPO or its subcommittees to evaluate the facility.
- ◆ The facility is evaluated by the jurisdiction for appropriate congestion management strategies to resolve or lessen the congestion or safety issue.
- ◆ The facility and proposed strategy are evaluated against other projects to determine priority for funding implementation. Selection criteria for potential projects may include benefit/ cost analysis, multi-modal solutions, safety improvements, leveraging other funding sources, etc.
- ◆ The results of the prioritization are assembled in an action item for the MPO's review.
- ◆ The proposed projects or efforts are included on the list of projects for inclusion and programming in the appropriate documents (Transit Development Plan, Bicycle and Pedestrian Master Plan, Long Range Transportation Plan, Capital Improvement Program, etc.).

If the proposed effort is a policy directive, or action to be taken by a governmental entity, appropriate documents will be generated and presented to the governing body for action.

Recommendations to the MPO to address issues of congestion in the region will generally come from studies conducted by each entity. Based on these evaluations, the CMP projects will be considered by the MPO for inclusion in the TIP.

Some congestion problems require significant investments or will need to be addressed on a corridor-wide or system basis. Studies or remedial actions will be recommended to the MPO for their consideration and potential inclusion in the TIP or the UPWP. Projects with regional significance may become an initiative of the Statewide Transportation Improvement Program.

The Annual CMP Report and the ongoing Congestion Management Process have important roles in the transportation planning process, but it is important to remember that the role of the CMP Report and process are to support, not supersede ongoing transportation planning processes. The report is designed to provide the framework within which decisions regarding cost- and time-effective investments in the transportation system can be readily made. Some projects which are growth-related, and not necessarily for congestion mitigation, will move forward outside of this process, though their impact on the overall traffic operations should be monitored and noted within the CMP.

Funding sources for projects

Transportation funding is lacking for the entities in the Lincoln MPO. One of the difficulties, especially for the City of Lincoln, is that there are oftentimes strings attached to transportation dollars which limit how the funds can be spent. As a result, funding for congestion mitigation is hard to come by, particularly in light of the need for new streets to allow growth to occur within the community.

Congestion Mitigation/Air Quality (CMAQ) funds

could be identified as the primary source of funding for projects that advance through the CMP. Other funds, such as wheel taxes or State gas tax funds or federal enhancements and safety funds, could also be considered for use on congestion management activities. StarTran receives dedicated funding from the Federal Transit Authority. Since these funds are only used for transit, they are not available for other CMP uses, though the effectiveness of this spending should be tracked in the CMP.

8. Monitor Strategy Effectiveness

This component has two main purposes: to determine if a particular strategy was properly implemented, and to determine the impact of the strategy.

The monitoring of congestion levels in the MPO area is an ongoing process through traffic engineering, corridor studies, and updates to the Long Range Transportation Plan, Transit Development Plan, and Bicycle and Pedestrian Master Plan. It is important to have both before and after data available in order to determine the effectiveness of any strategies implemented.

Because this is a continuous planning and monitoring process, the effectiveness and benefits of the individual congestion mitigation strategies employed in the previous year will not necessarily be immediately apparent. However, the proposals identified and employed will be monitored and tracked for qualitative and quantitative improvements on the target area and system as a whole, not necessarily on a project specific basis. The expansion of bicycle, pedestrian, and transit services and facilities may be considered a success in congestion management by the merits of introducing viable alternatives to the personal automobile.

If the evaluation finds that a section still remains among the highly congested locations even after improvements have been implemented, a reevaluation may be required to identify solu-

tions to the traffic problems that may be more costly and intrusive. It would also indicate that the process for identifying the original improvements should be scrutinized to determine why the recommended congestion relief projects did not work and what adjustments are required to provide more accurate recommendations.

Annual Reports

An annual report on Congestion Management Process related activities should be the major output from the Congestion Management Process. The report should document each step of the process, including the data collected, projects proposed and implemented, and the effectiveness of the improvements. It is expected that each annual Congestion Management Process report will bring about better and more efficient strategies for identifying congestion and targeting cost-effective solutions. Future updates should incorporate additional data sets which would enable staff to assess congestion and the effectiveness of management strategies on a more refined level.

MPO System Management and Operations Subcommittee

The MPO Subcommittee on System Management and Operations meets regularly and is charged with the task of continuing the development of the CMP. Regular reports and updates from this Subcommittee are to be brought to the full Technical Committee.

Continuing Monitoring and Planning

An update to the Comprehensive Plan and the Long Range Transportation Plan is expected to get underway in 2010. The current Long Range Transportation Plan will be out of date in November 2011. TransCAD modeling information will be used to develop future alternatives and scenarios for handling traffic in the future.

The Capital Improvement Program (CIP)/Trans-

portation Improvement Program (TIP) is updated on a yearly basis. The latest CIP identified dozens of street, transit, trails and sidewalk projects to be funded during the course of the six years covered by the document.

The Planning Department conducts an Annual Comprehensive Plan Review. An invitation is made for interested parties to submit items for consideration during this review process. The review takes items forward for the Planning Commission to consider amending the document. Any proposals need to take into account the impacts they will have on congestion throughout the region.

Appendix F Project Scoring Packets

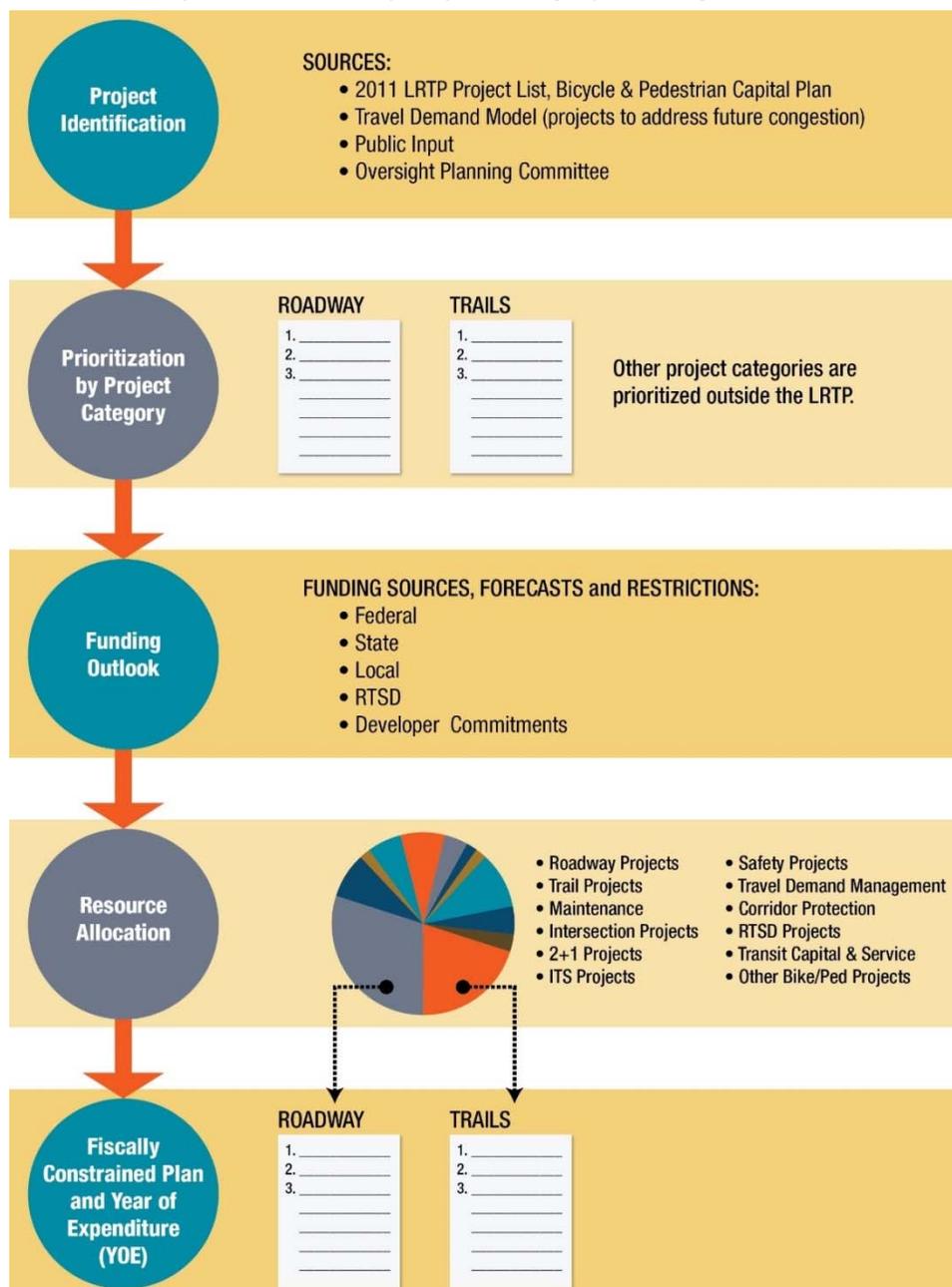
Project Prioritization Process

March 25, 2016

Introduction

The purpose of this document is to describe the process used to prioritize projects and develop a fiscally constrained plan for the 2040 Long Range Transportation Plan (LRTP) Update. The graphic below depicts the overall process, which involves five steps (shown along the left hand side). This document focuses primarily on the second step: Prioritization by Project Category. Although the LRTP addresses funding for a variety of project

types, only roadway and trail projects are prioritized within the LRTP. All other project categories (e.g., transit, safety, travel demand management [TDM], maintenance, etc.) are prioritized outside of the LRTP. These other project categories are funded through a “pool” of funding as established in the Resource Allocation step. The Fiscally Constrained Plan will include the top ranked roadway and trail projects, and a pool of funding for the various other project categories.



Project Scoring Process

L RTP Goals

In compliance with federal requirements, the 2040 L RTP Update is a performance-based plan. The Lincoln MPO will track a series of system-level performance measures that align with the seven L RTP goals (listed below). The project prioritization process is structured to identify those projects that will provide the greatest contributions toward meeting these seven goals. The evaluation criteria used to compare projects are directly related to the seven goals.



Maintenance Goal:

A well-maintained transportation system.



Mobility and System Reliability Goal:

An efficient, reliable, and well-connected transportation system for moving people and freight.



Livability and Travel Choice Goal:

A multimodal system that provides travel options to support a more compact, livable urban environment.



Safety and Security Goal:

A safe and secure transportation system.



Economic Vitality Goal:

A transportation system that supports economic vitality for residents and businesses.



Environmental Sustainability Goal:

A transportation system that enhances the natural, cultural, and built environment.



Funding and Cost Effectiveness Goal:

Collaboration in funding transportation projects that maximize user benefits.

Project Scoring and Weights

Project Scoring

Each project that is prioritized through the LRTP Update is given a score of 0, 1, 2, or 3 for each goal. A score of 1 generally corresponds to a “Low” rating, a score of 2 a “Medium” rating, and a score of 3 a “High” rating. A score of 0 is reserved for projects that may have a negative impact on reaching a particular goal.

Weights by Goal and Project Category

The relative importance of the seven goals varies, therefore weights are assigned to each goal category and corresponding evaluation criteria. Because the relative importance of the goals differs for roadway projects and trail projects, a separate set of weights is established for the two project categories.

Goal	Weight by Project Category	
	Roadway Projects	Trail Projects
Maintenance	18.8	14.8
Mobility and System Reliability	17.7	21.7
Livability and Travel Choice	14.2	19.2
Safety and Security	15.4	15.9
Economic Vitality	11.2	7.4
Environmental Sustainability	11.3	12.4
Funding and Cost Effectiveness	11.5	8.6
Total	100	100
Optional Community Support Bonus	TBD	TBD

NOTE: The weights may be modified at the April 2016 Oversight Planning Committee meeting based on input from all Planning Commissioners.

The project score (0 – 3) for each goal will be multiplied by the corresponding weight, resulting in a total project score ranging from 0 to 300.

Scoring Committees

Two scoring committees will be responsible for scoring the roadway and trail projects, respectively. The Roadway Scoring Committee will include representatives from the Lincoln Planning Department and the Lincoln Public Works Department. The Trails Scoring Committee will include representatives from the Lincoln Planning Department, the Lincoln Parks and Recreation Department, and the Lincoln Public Works Department. Committee members will score projects independently, and project scores will be compiled. Each Scoring Committee will meet to discuss the scoring results and will present their recommended scores to the LRTP Oversight Planning Committee.

Scoring Guidelines

Roadway Projects



Maintenance

Will the project improve the condition of the existing facility?

Assessment	Score
Project will reconstruct or replace infrastructure (road, bridge, sidewalk) that is in poor condition.	3
Project will provide considerable relief to infrastructure that is in poor condition. For example, a new road that would draw considerable traffic away from a parallel road/bridge in poor condition.	2
Project will have no impact on the condition of the existing infrastructure – OR – Project will reconstruct or replace infrastructure that is in fair or better condition.	1
Project will result in higher demands on infrastructure that is in poor condition.	0

Data Sources:

- 2015 pavement conditions
- Bridge sufficiency ratings



Mobility and System Reliability

Will the project provide operational improvements or decreased travel times?

Assessment	Score
Project will provide significant operational improvements and travel time reductions where congestion is currently experienced.	3
Project will provide moderate operational improvements and travel time reductions where congestion is currently experienced – OR – project will provide significant operational improvements and travel time reductions where congestion is expected in the future.	2
Project will provide no operational improvements or travel time reductions.	1
Project will have negative impacts on operations and/or travel time.	0

Data Sources:

- Existing, 2026, and 2040 Traffic Forecasts
- Existing, 2026, and 2040 V/C ratios



Livability and Travel Choice

Will the project incorporate infrastructure for all modes of transportation?

Assessment	Score
Project will improve the accommodation of three alternative travel modes (biking, walking, and transit).	3
Project will improve the accommodation of two alternative travel modes.	2
Project will improve the accommodation of one alternative travel modes.	1
Project will not improve the accommodation of an alternative travel mode.	0

Data Sources:

- Existing Bike, Pedestrian and Transit System maps
- Proposed Bike, Pedestrian and Transit System maps
- Transit routes identified in Transit Development Plan



Safety and Security

Will the project alleviate a known safety problem?

Assessment	Score
Project will directly address a major identified safety problem (any mode).	3
Project will improve (but not eliminate) an identified safety problem (any mode).	2
Project will only marginally improve safety; no safety problems are identified.	1
Project will have no identifiable safety benefits.	0

Data Sources:

- Top 25 crash rate intersections
- Bike and pedestrian crash locations



Economic Vitality

This category has two evaluation criteria; the **highest** of the two scores will be used.

Part 1) Will the project improve access to and/or add value to surrounding land uses?

Assessment	Score
Project will significantly improve access to a major employment base and/or commercial area – OR – project will support a more attractive environment that adds value to adjacent uses.	3
Project will moderately improve access to an employment base and/or commercial area – OR – project will moderately contribute to the value of adjacent uses.	2
Project will not improve access to a major employment base or commercial area nor will the project contribute to the value of adjacent uses.	1
Project will detract from the value of surrounding land uses.	0

Part 2) Will the project improve travel on a designated truck route?

Assessment	Score
Project will considerably improve travel on a primary truck route.	3
Project will considerably improve travel on a secondary truck route – OR – project will moderately improve travel on a primary truck route.	2
Project will not impact travel on a designated truck route.	1
Project will negatively impact travel on a designated truck route.	0

Data Sources:

- Primary and secondary truck routes



Environmental Sustainability

This category has two evaluation criteria; the average of the two scores will be used.

Part 1) Will the project reduce mobile-source emissions?

Assessment	Score
Project will result in a significant reduction in vehicle miles of travel (VMT) or idling time.	3
Project will result in a moderate reduction in VMT or idling time.	2
Project will not reduce VMT or idling time.	1
Project will increase VMT or idling time.	0

Part 2) Will the project protect the natural, cultural, and built environment?

Assessment	Score
No red-flag environmental resources have been identified within the project buffer; if an environmental justice (EJ) population is present in the project area, the project is expected to have beneficial effects.	3
Some environmental resources exist within the project buffer, but avoidance is expected; if an EJ population is present in the project area, the project impacts are expected to be very minimal.	2
Some environmental resources exist within the project buffer, but mitigation is expected; if an EJ population is present in the project area, the projects impacts are expected to be minimal.	1
Red-flag environmental resources may be negatively impacted within the project buffer – OR – an EJ population is present in the project area, and the project may have adverse impacts.	0

Data Sources:

- Environmental resource mapping, buffer for each project
- Environmental Justice (EJ) mapping



Funding and Cost Effectiveness

How does the cost of the project compare to the benefits?

Assessment	Score
The project benefits compare very favorably to the cost of the project.	3
The project benefits compare favorably to the cost of the project.	2
The project benefits compare somewhat favorably to the cost of the project.	1
The project benefits compare unfavorably to the cost of the project.	0

Data Sources:

- Project cost estimates

Optional Community Support Bonus

Does the project have strong community support?

Assessment	Bonus
The project has strong community support.	TBD
The project has community support.	TBD
The project has neither community support nor community opposition.	TBD
The project has community opposition.	TBD

Data Sources:

- Public input

Trail Projects



Maintenance

Will the project improve the condition of the existing trail?

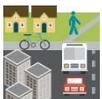
Assessment	Score
Project will reconstruct or replace a trail segment that is in poor condition.	3
Project will reconstruct or replace a trail segment that is in fair or better condition.	2
Project will have no impact on the condition of the existing trail.	1
Project will result in higher demands on a trail segment that is in poor condition.	0



Mobility and System Reliability

Will the project complete a gap in the trail system?

Assessment	Score
Project will fully complete a gap in the trail system.	3
Project will extend the trail system.	2
Project will partially complete a gap in the trail system.	1
Project will detract from the connectivity of the trail system.	0



Livability and Travel Choice

Will the project encourage the use of alternative modes of transportation?

Assessment	Score
Project will serve a significant commuter travel pattern – AND – will improve access to a major employment area – AND – will improve access to transit.	3
Project will serve a significant commuter travel pattern – OR – will improve access to a major employment area – OR – will improve access to transit.	2
Project will serve a minor commuter travel pattern – OR – will improve access to a minor employment area – OR – will marginally improve access to transit.	1
Project will not encourage the use of alternatives modes of transportation.	0



Safety and Security

Will the project alleviate a known safety problem?

Assessment	Score
Project will directly address a major identified safety problem.	3
Project will improve (but not eliminate) an identified safety problem.	2
Project will only marginally improve safety; no safety problems are identified.	1
Project will have no identifiable safety benefits.	0



Economic Vitality

Will the project improve access to and/or add value to surrounding land uses?

Assessment	Score
Project will significantly improve access to a major employment base and/or commercial area – OR – project will support a more attractive environment that adds value to adjacent uses.	3
Project will moderately improve access to an employment base and/or commercial area – OR – project will moderately contribute to the value of adjacent uses.	2
Project will not improve access to a major employment base or commercial area nor will the project contribute to the value of adjacent uses.	1
Project will detract from the value of surrounding land uses.	0



Environmental Sustainability

Will the project protect the natural, cultural, and built environment?

Assessment	Score
No red-flag environmental resources have been identified within the project buffer; if an environmental justice (EJ) population is present in the project area, the project is expected to have beneficial effects.	3
Some environmental resources exist within the project buffer, but avoidance is expected; if an EJ population is present in the project area, the project impacts are expected to be very minimal.	2
Some environmental resources exist within the project buffer, but mitigation is expected; if an EJ population is present in the project area, the projects impacts are expected to be minimal.	1
Red-flag environmental resources may be negatively impacted within the project buffer – OR – an EJ population is present in the project area, and the project may have adverse impacts.	0



Funding and Cost Effectiveness

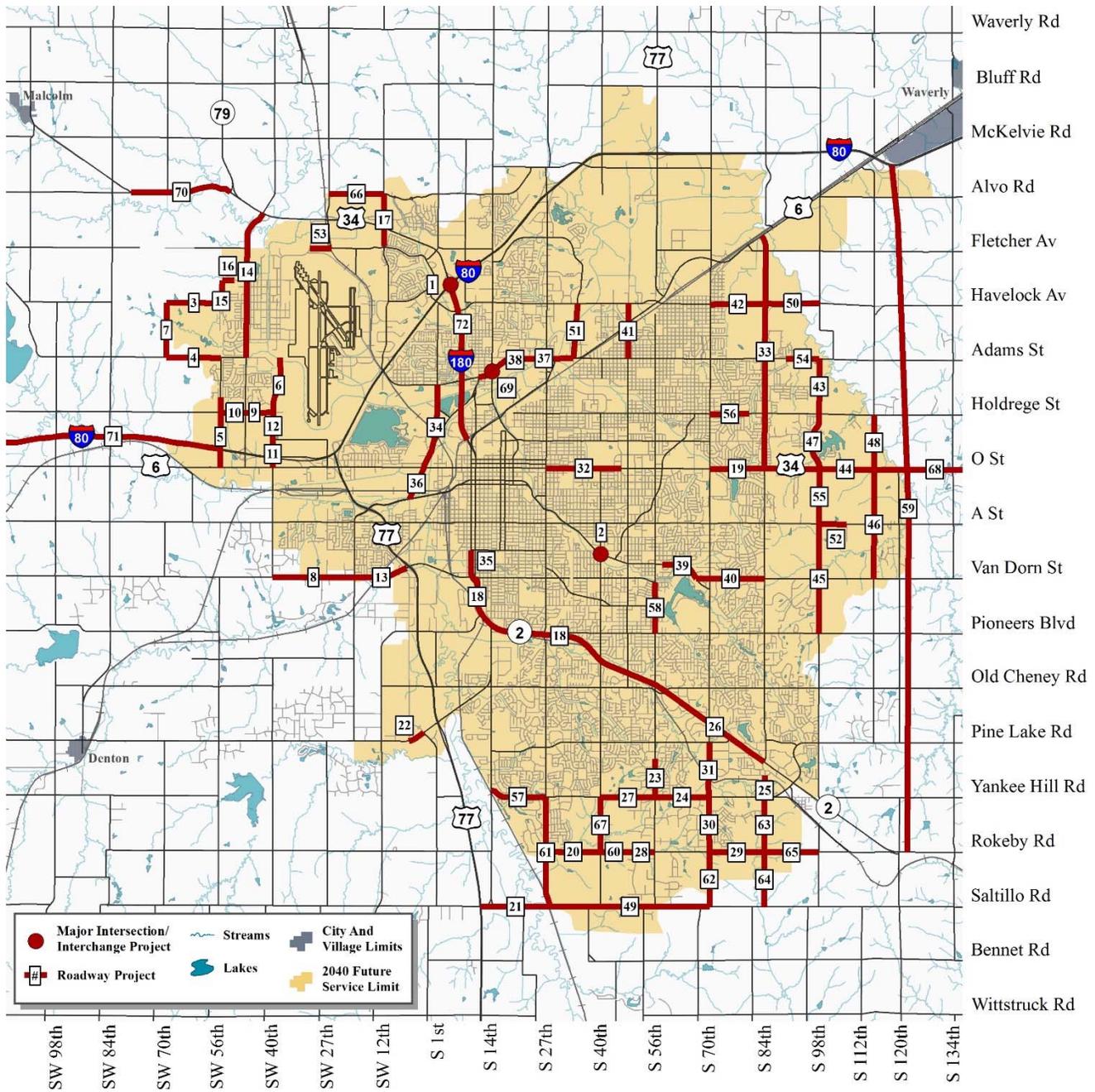
How does the cost of the project compare to the benefits?

Assessment	Score
The project benefits compare very favorably to the cost of the project.	3
The project benefits compare favorably to the cost of the project.	2
The project benefits compare somewhat favorably to the cost of the project.	1
The project benefits compare unfavorably to the cost of the project.	0

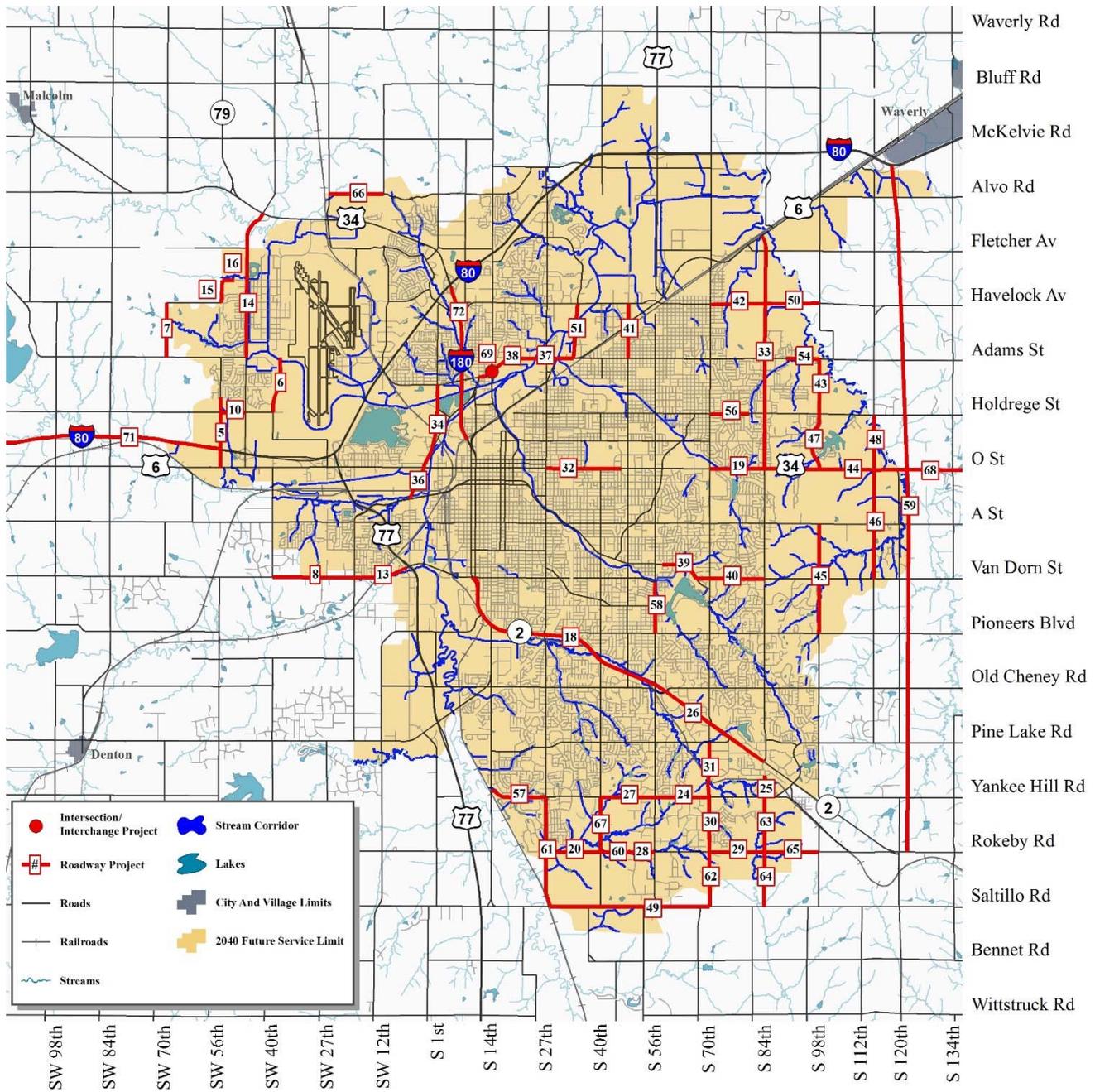
Optional Community Support Bonus

Does the project have strong community support?

Assessment	Bonus
The project has strong community support.	TBD
The project has community support.	TBD
The project has neither community support nor community opposition.	TBD
The project has community opposition.	TBD



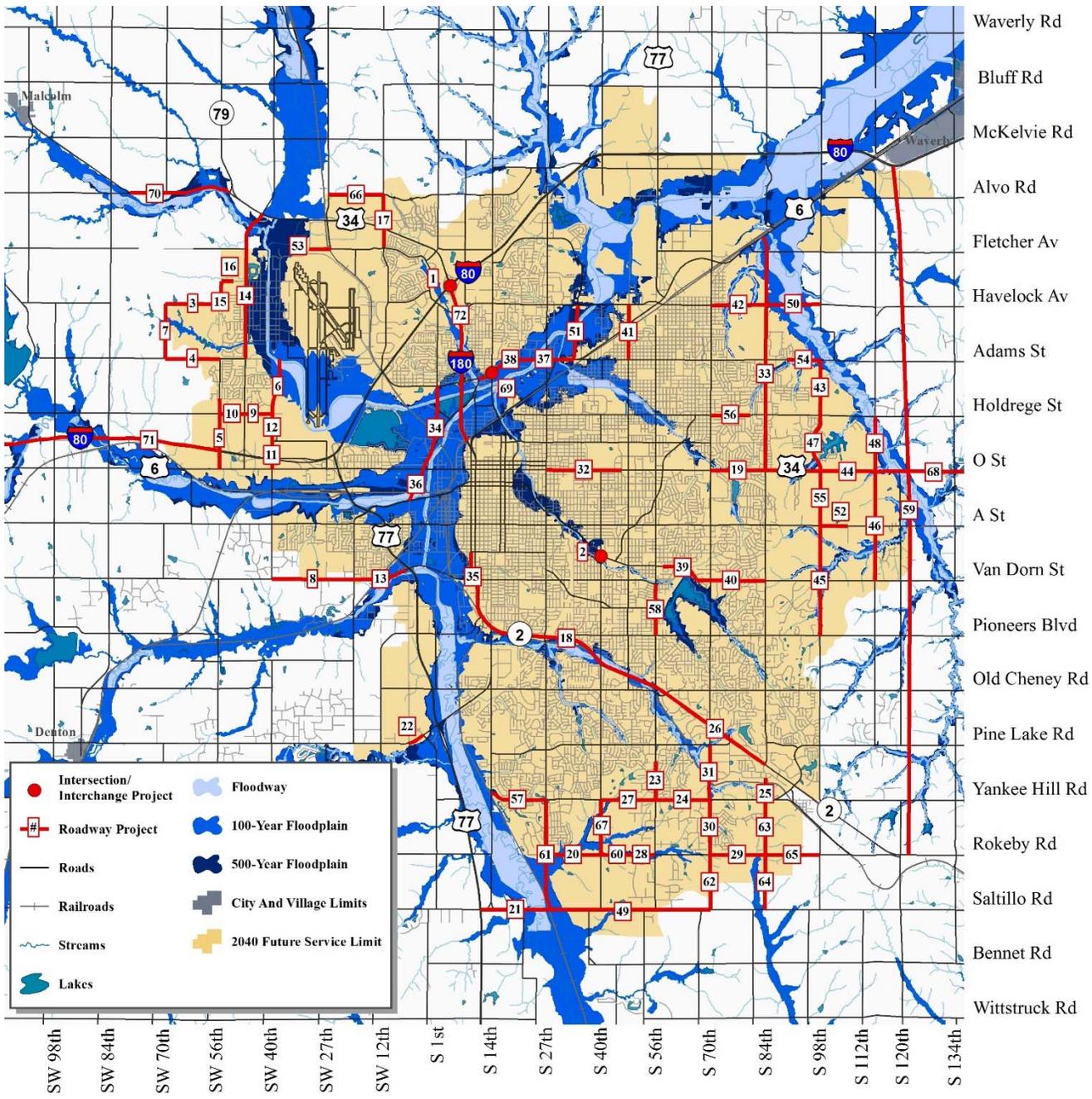
Roadway Projects to be Scored



Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

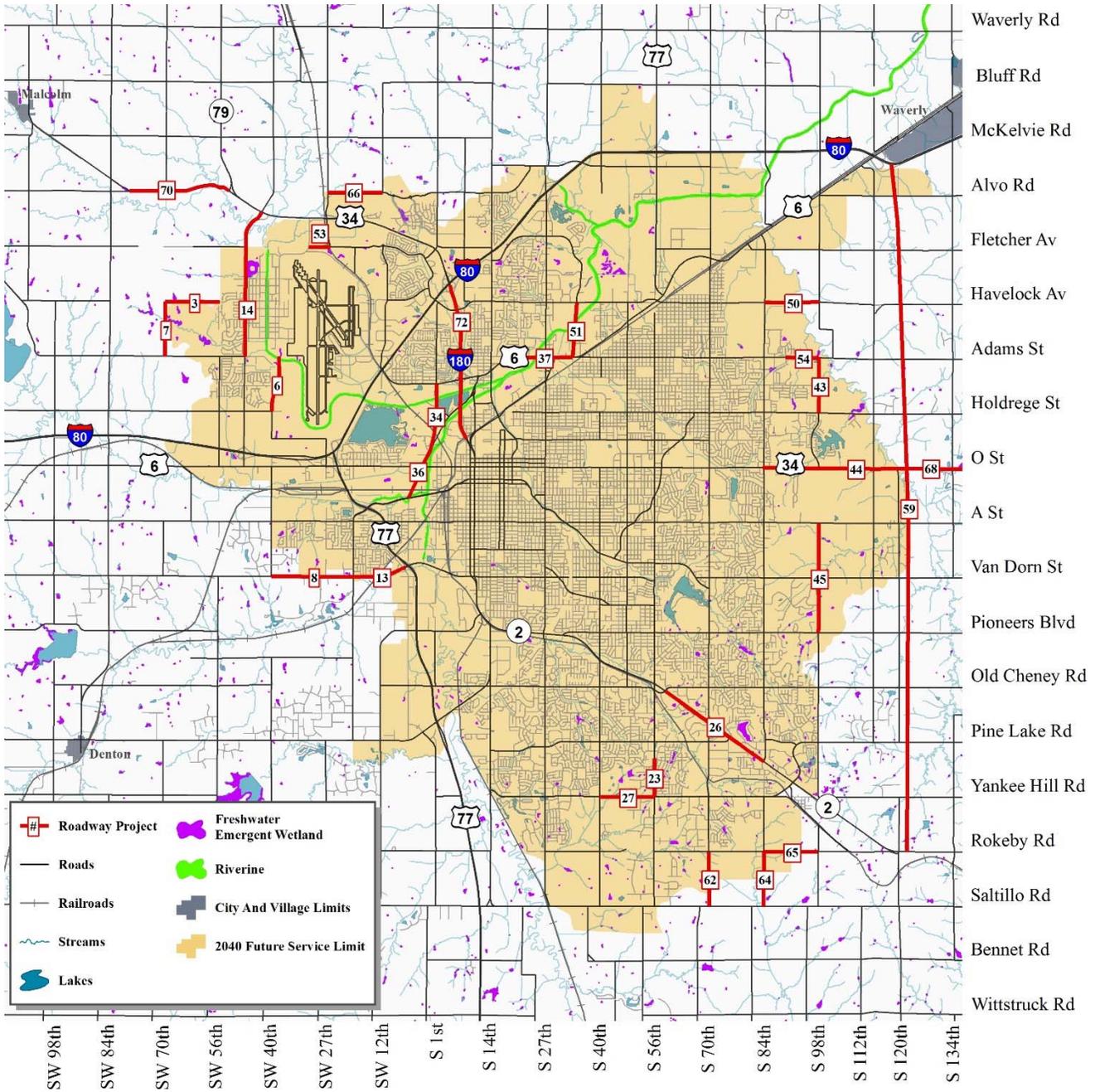
Stream Corridors





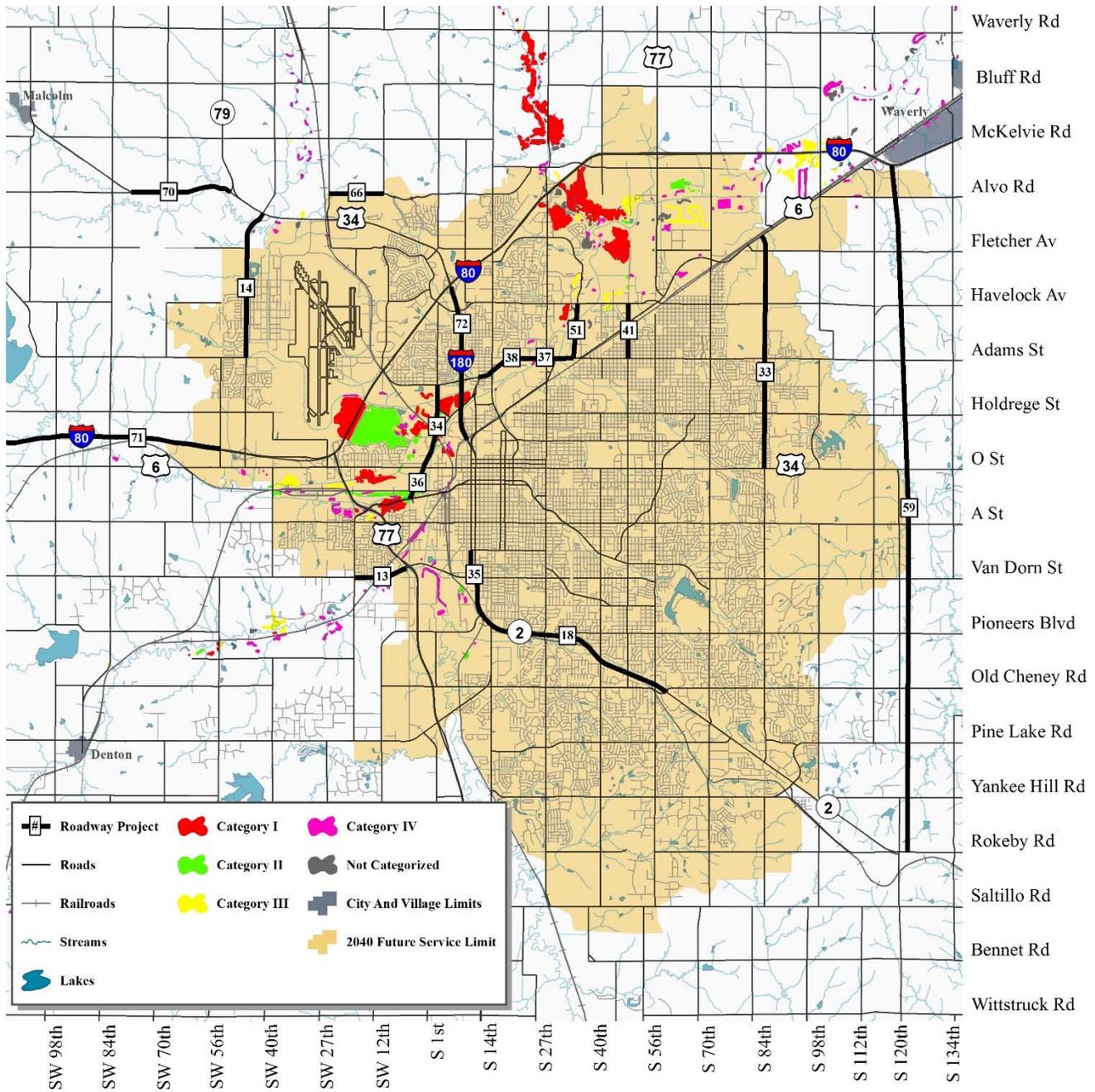
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Floodplains



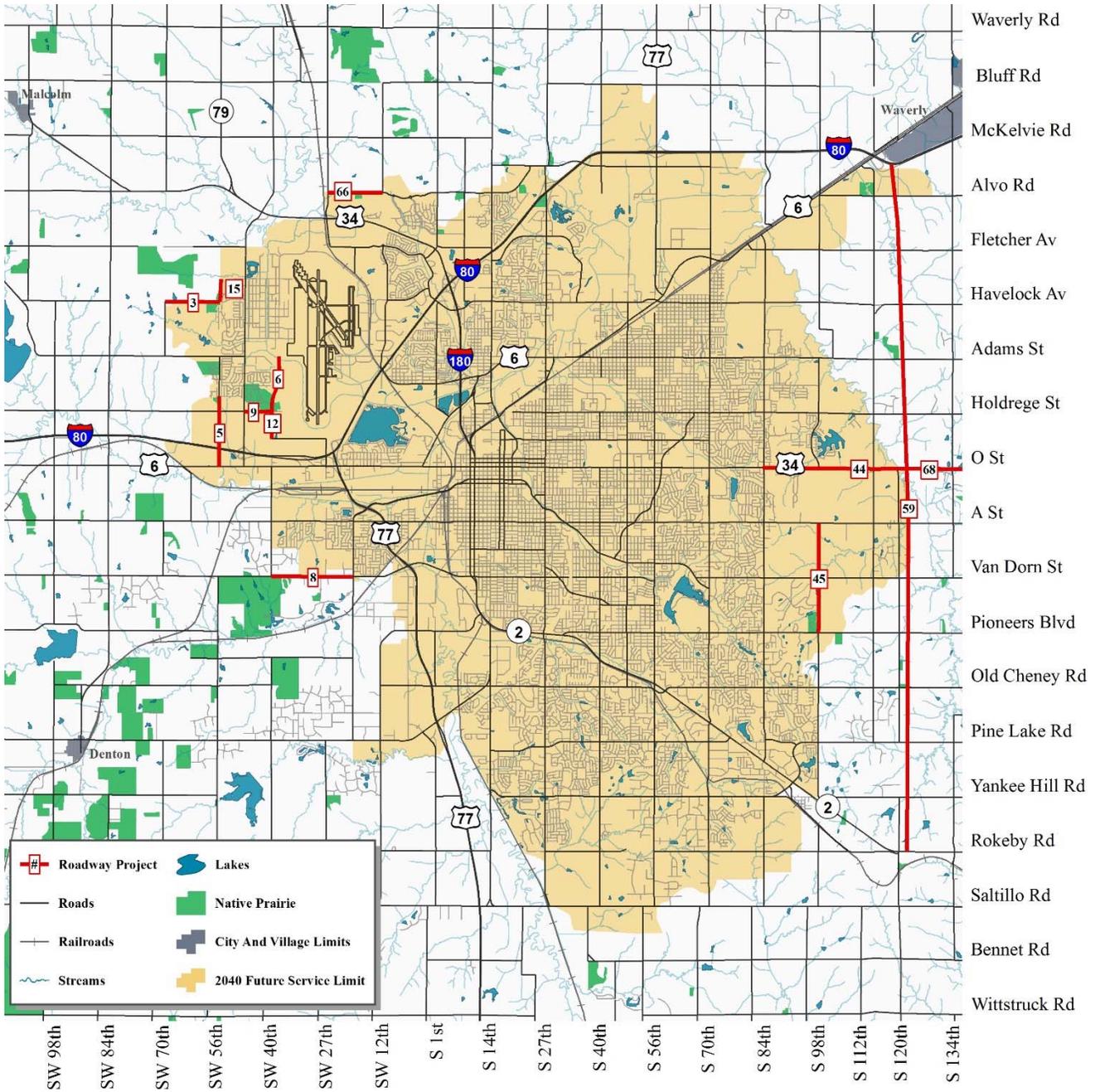
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Freshwater Wetlands



Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

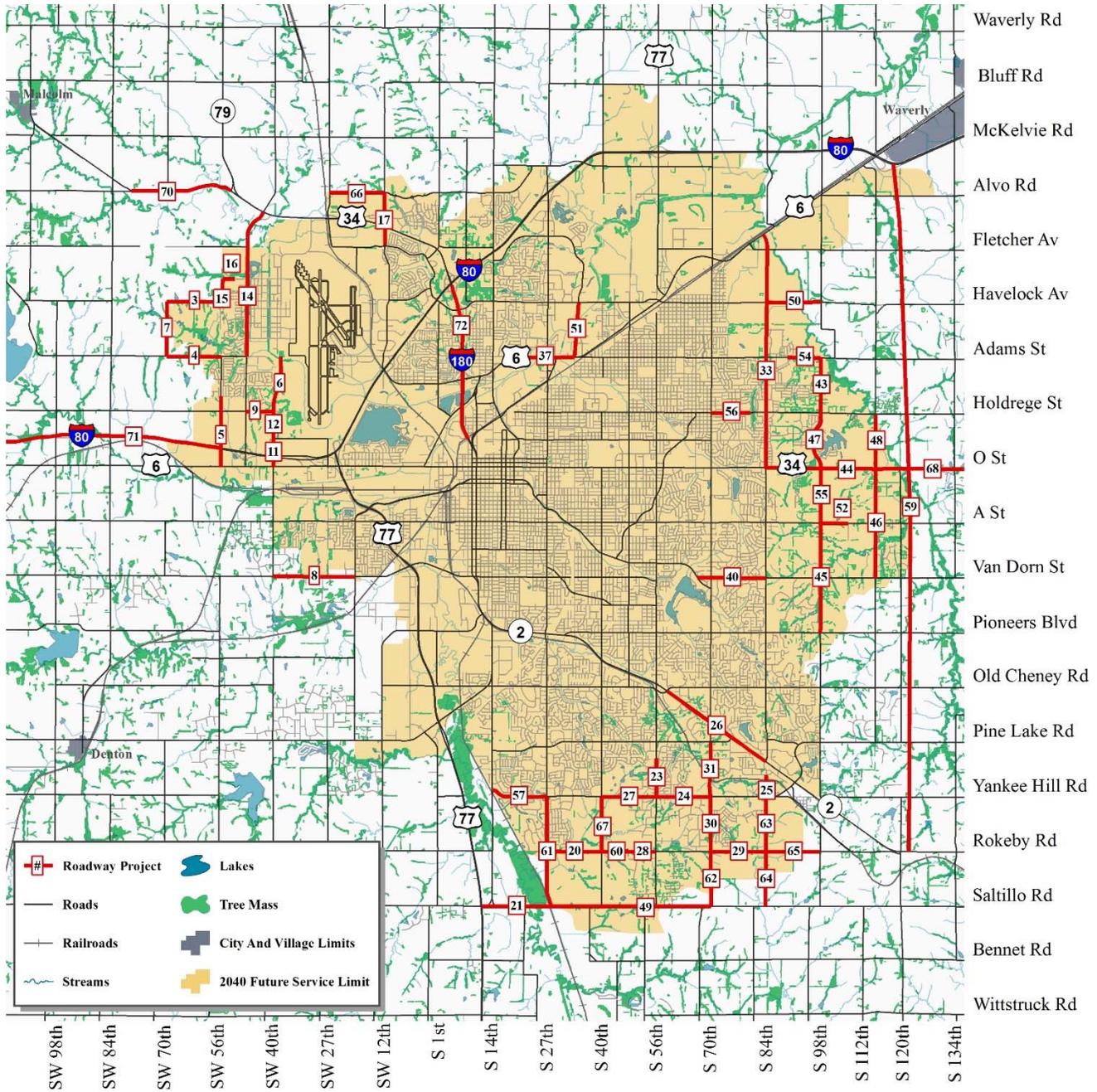
Saline Wetlands



Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Native Prairie

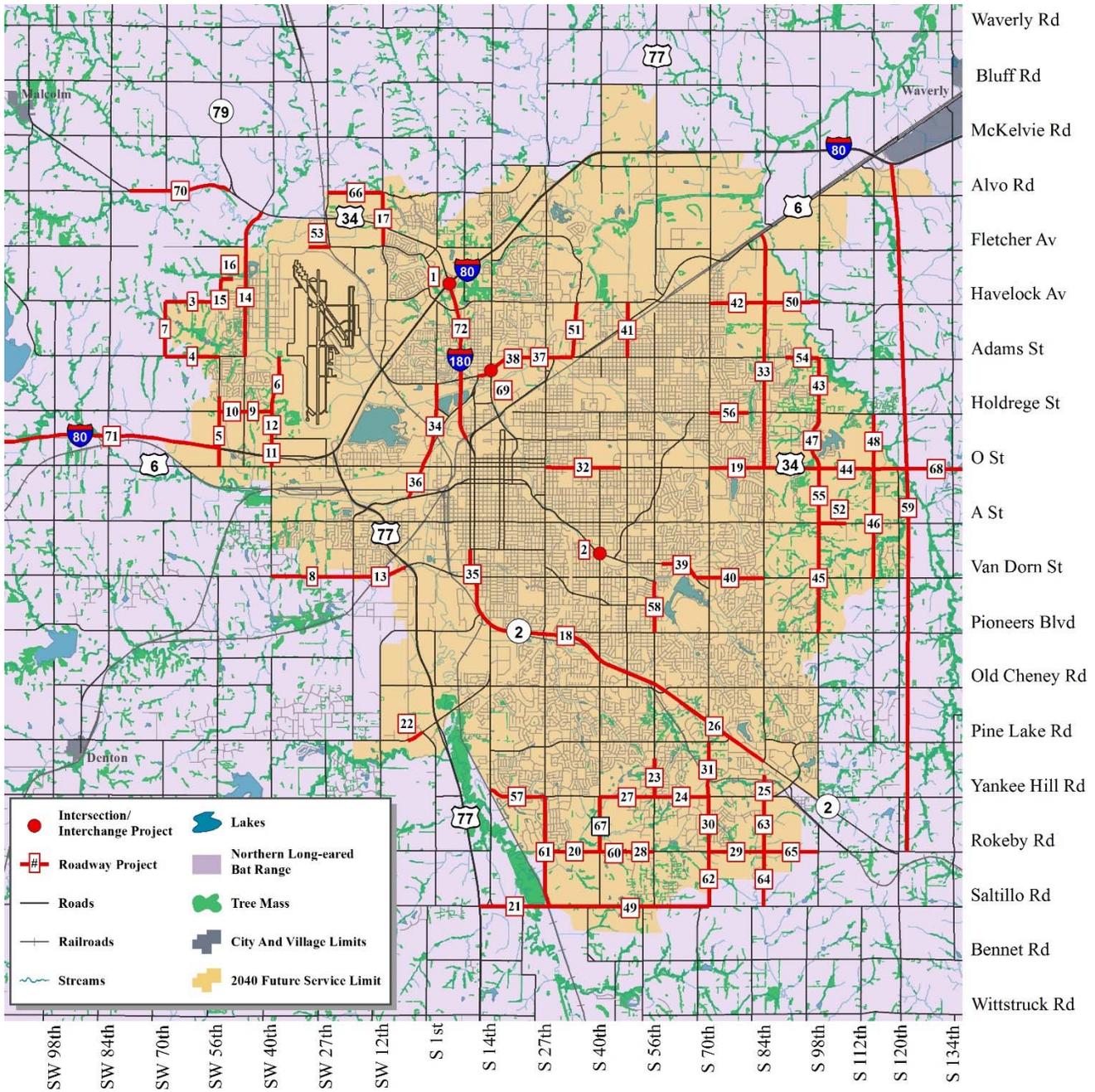




Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

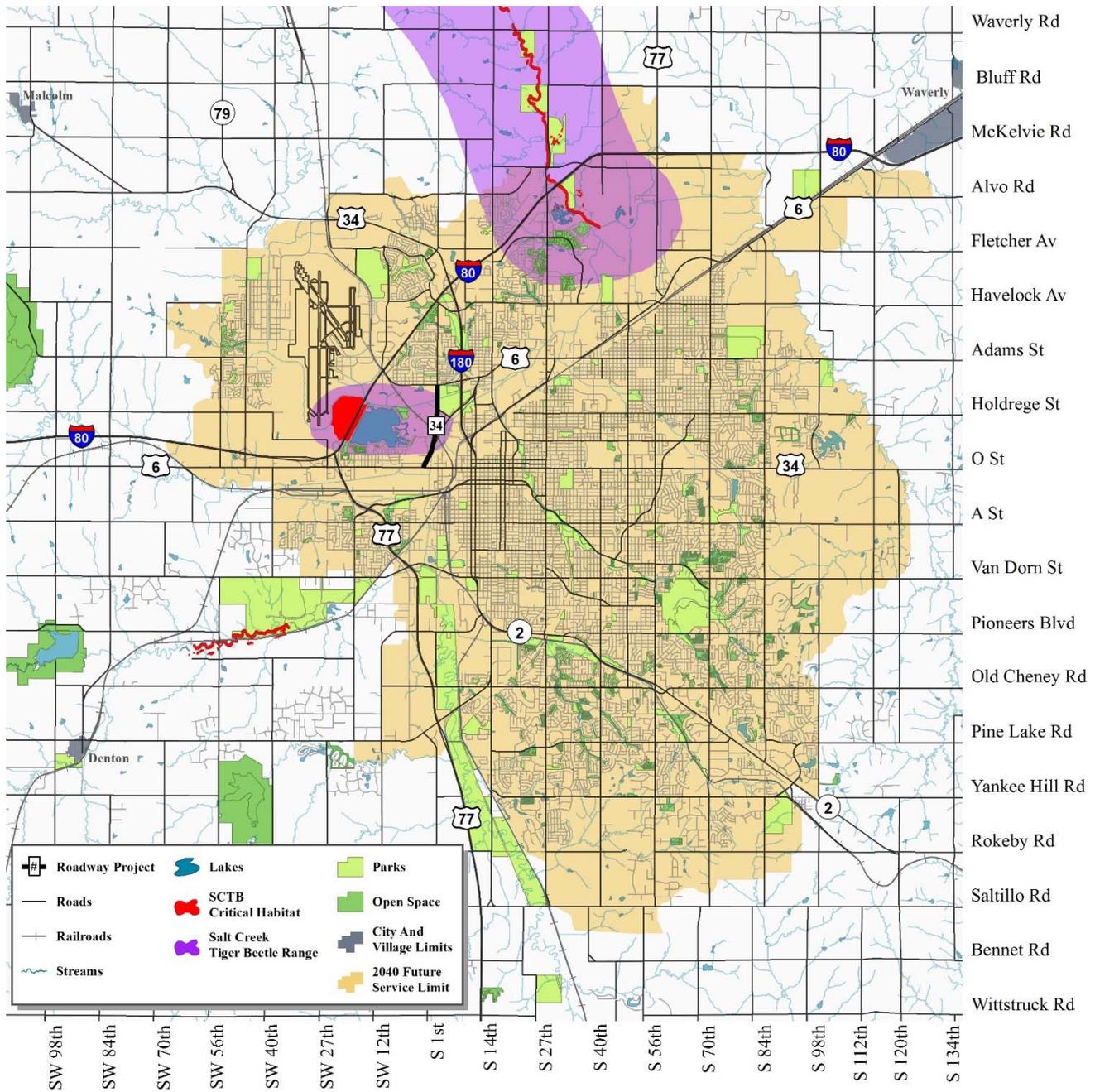
Tree Mass





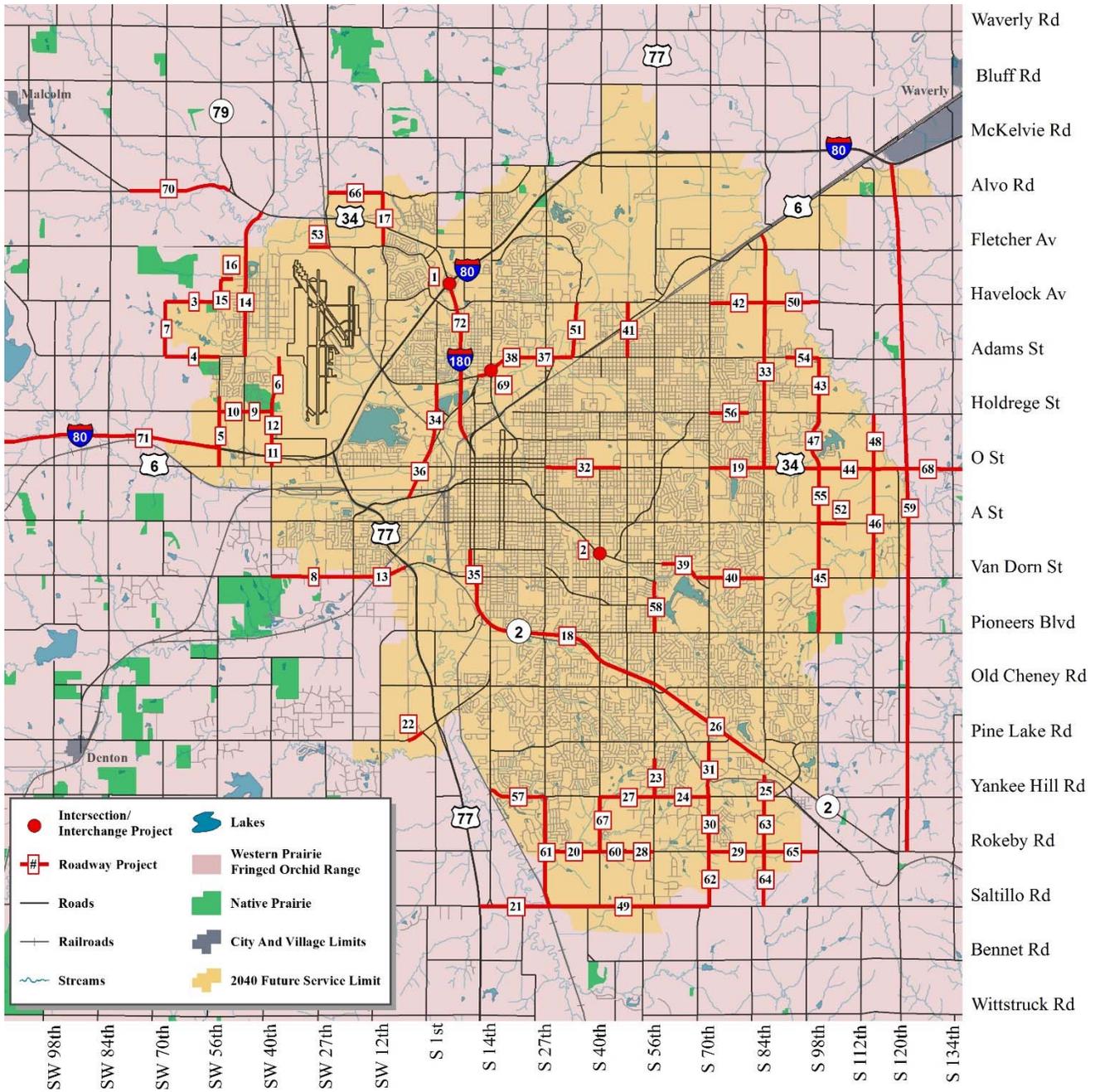
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Threatened & Endangered Species: Northern Long-Eared Bat



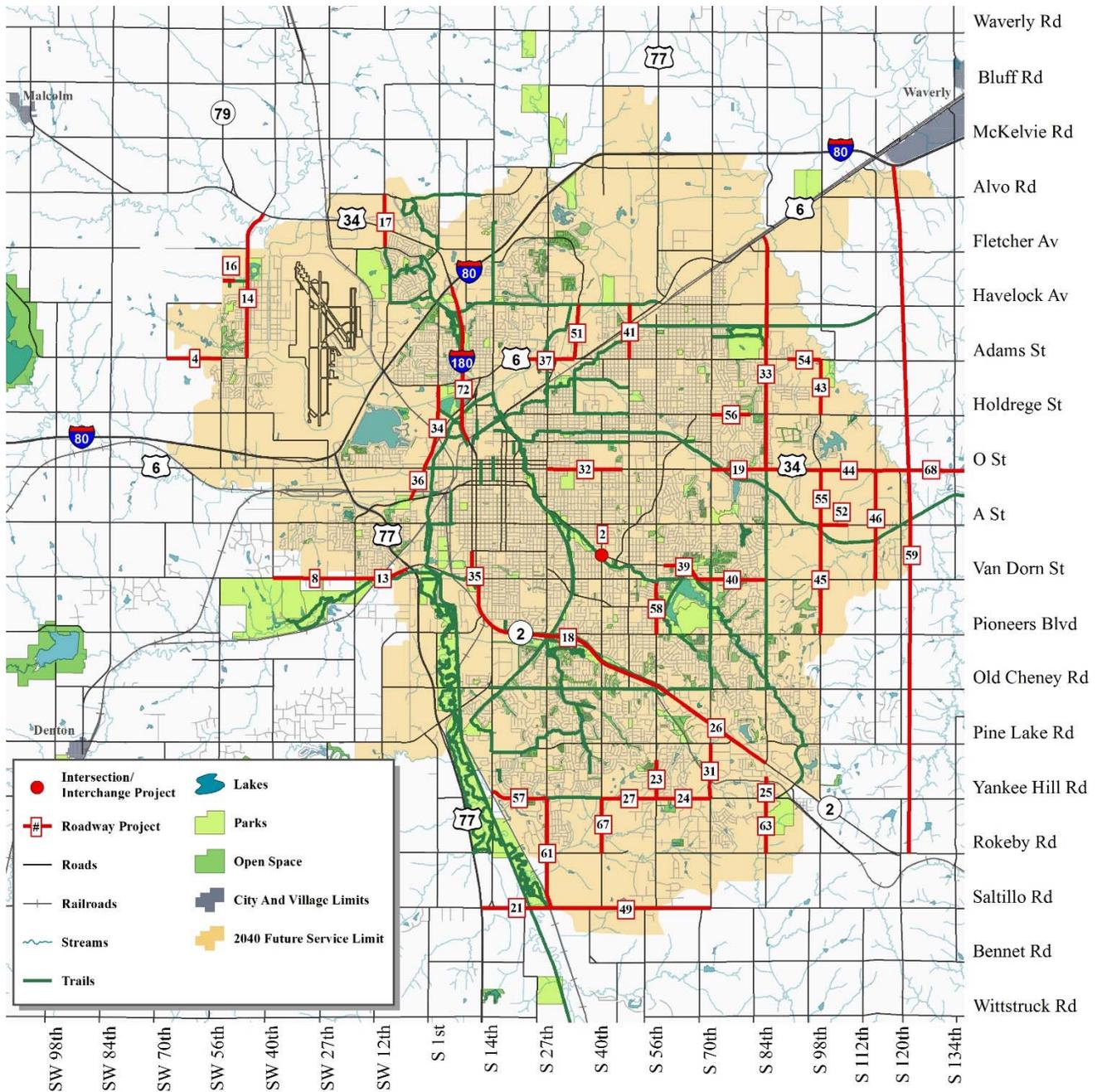
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Threatened & Endangered Species: Salt Creek Tiger Beetle (SCTB)



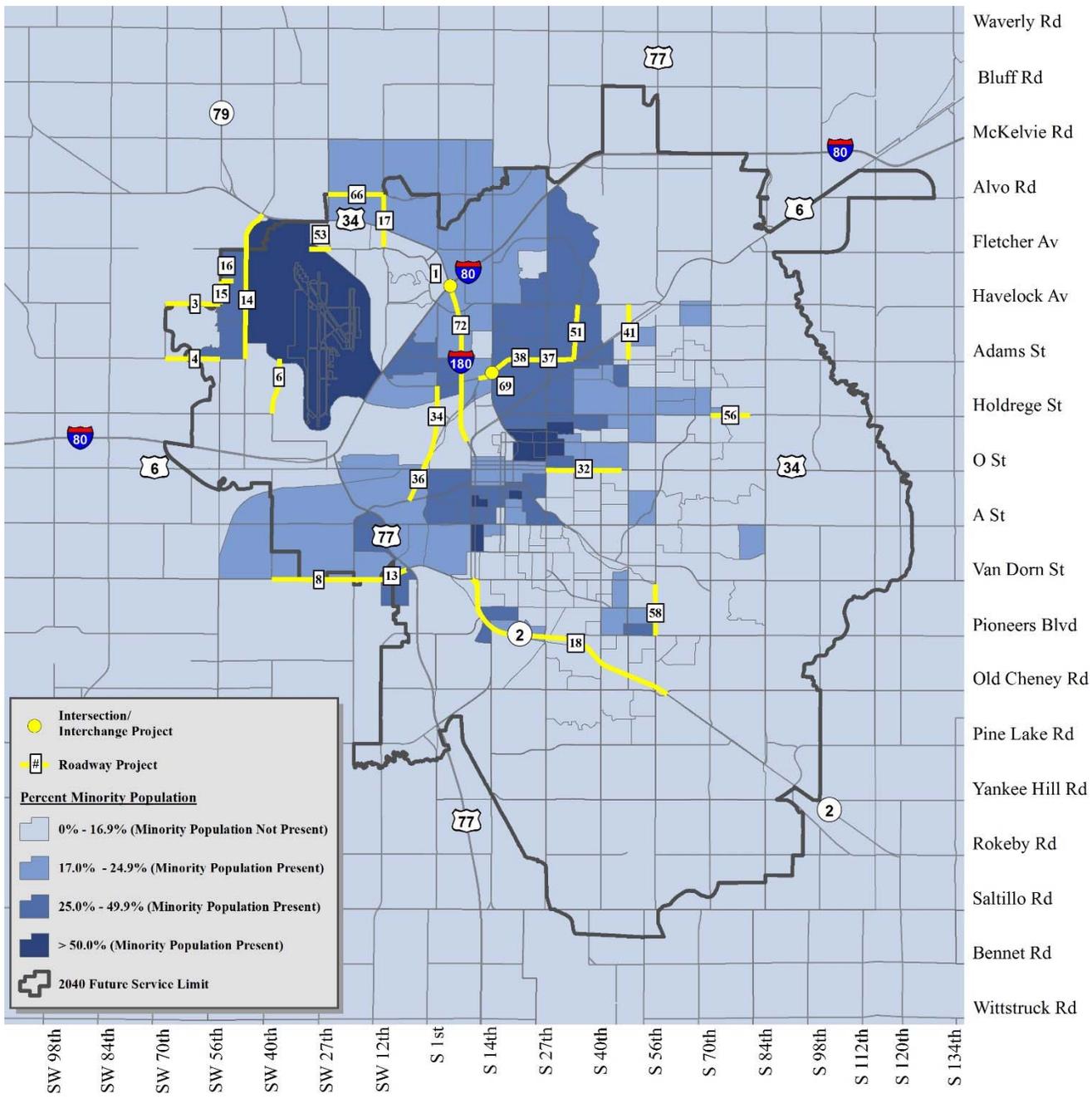
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Threatened & Endangered Species: Western Prairie Fringed Orchid



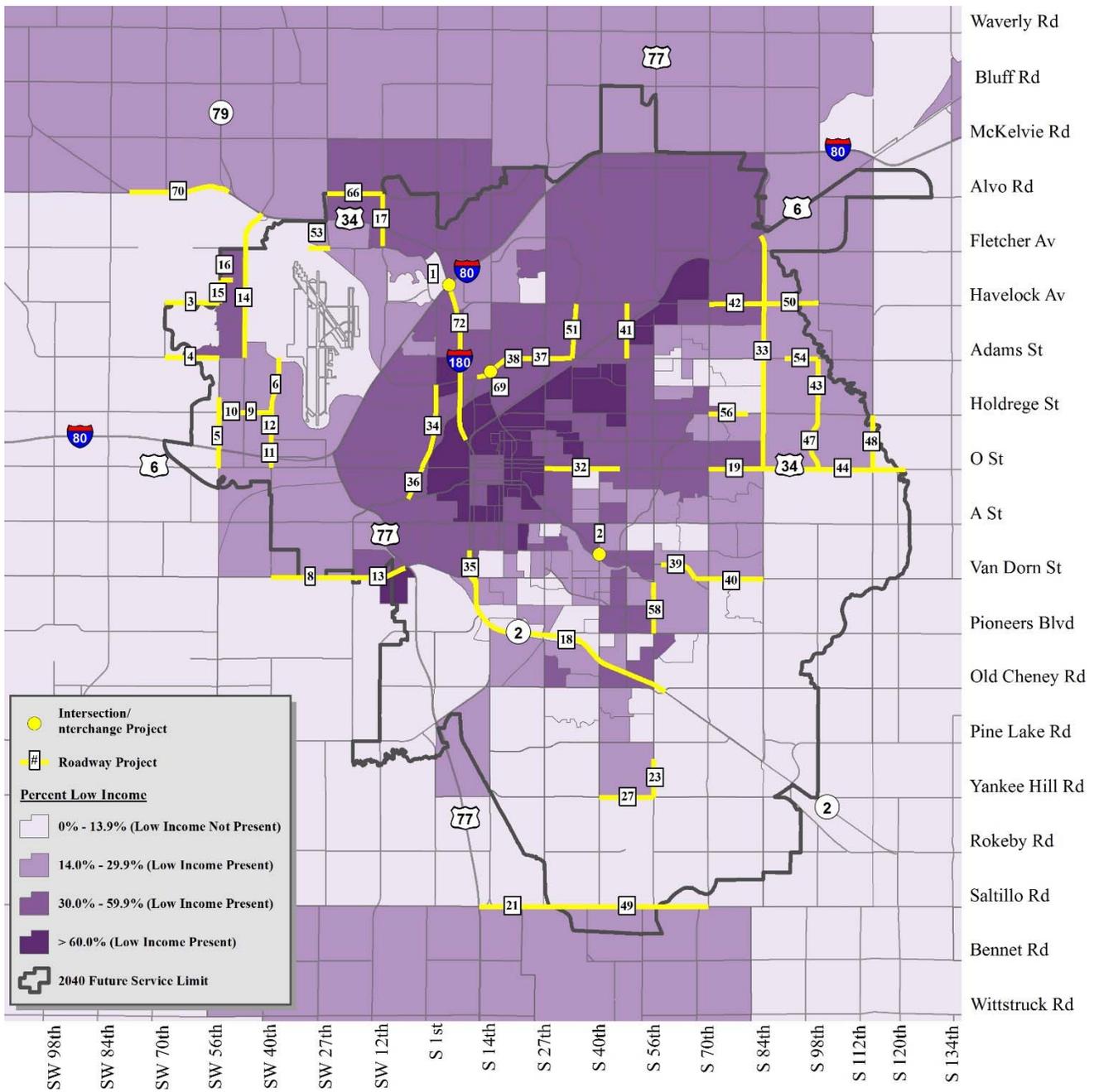
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Parks, Open Space, and Trails



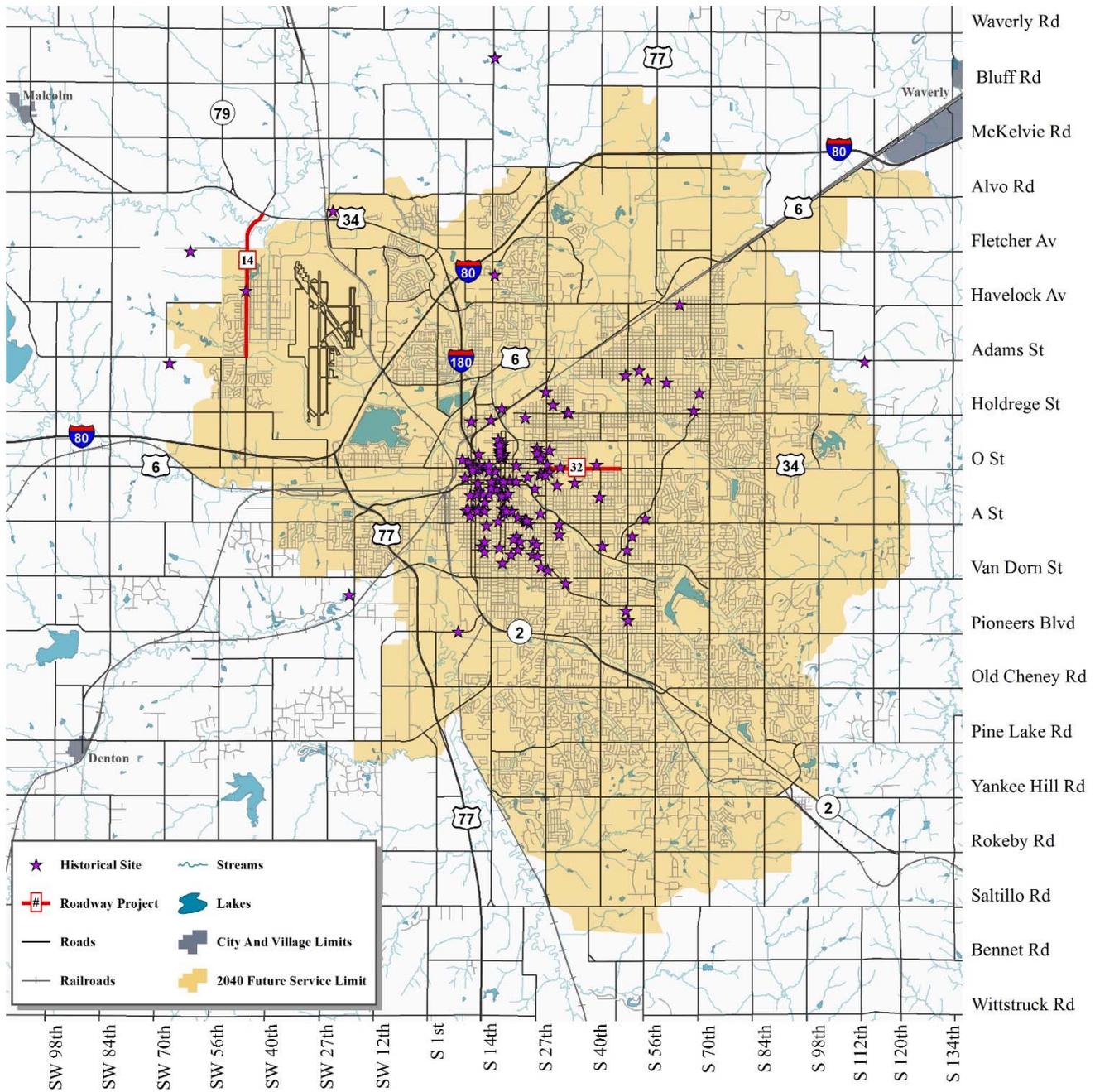
Note: Only those projects with a minority population above the threshold within the project buffer are shown on the map.

Minority Population



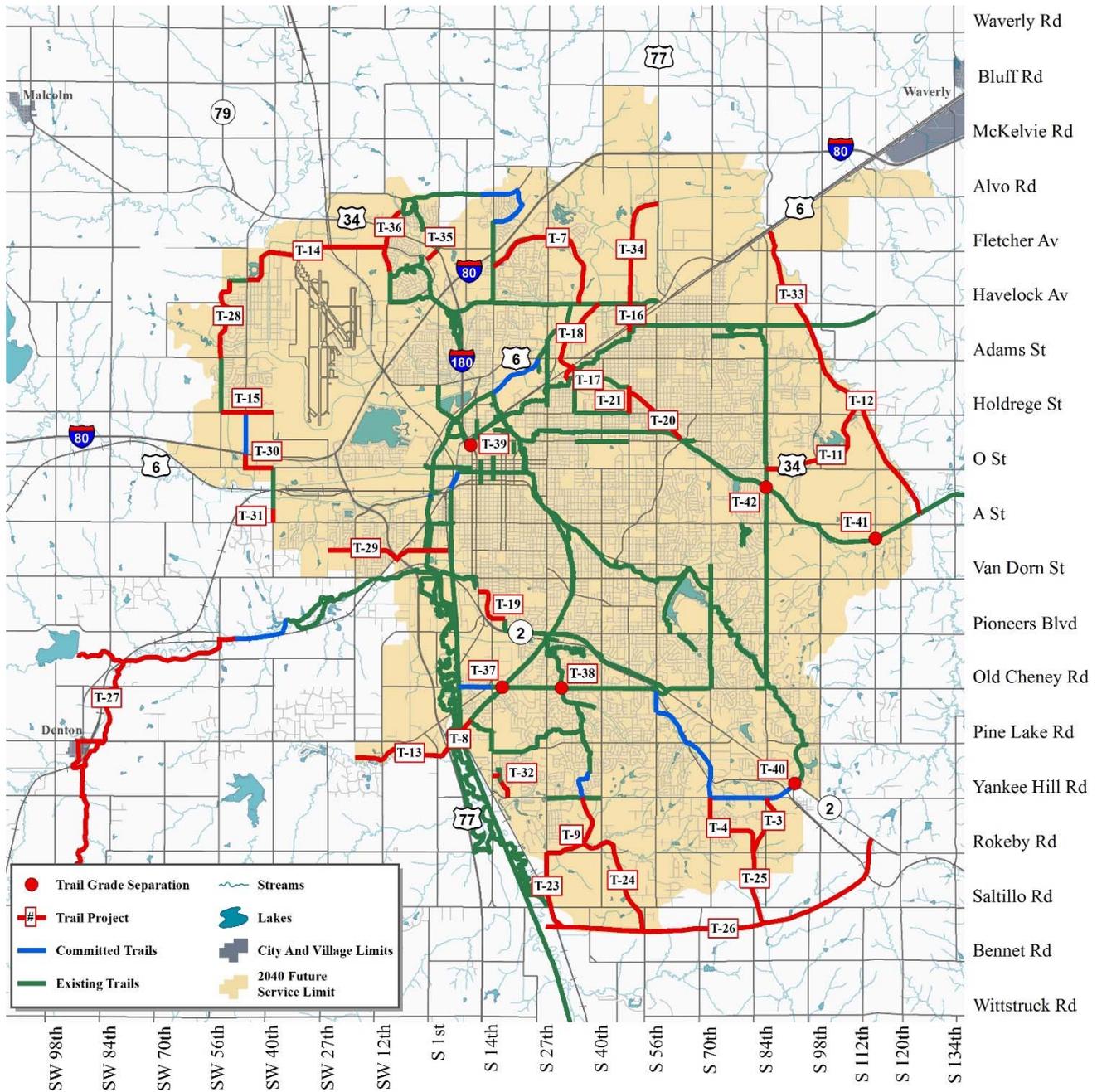
Note: Only those projects with a low income population above the threshold within the project buffer are shown on the map.

Low Income Population

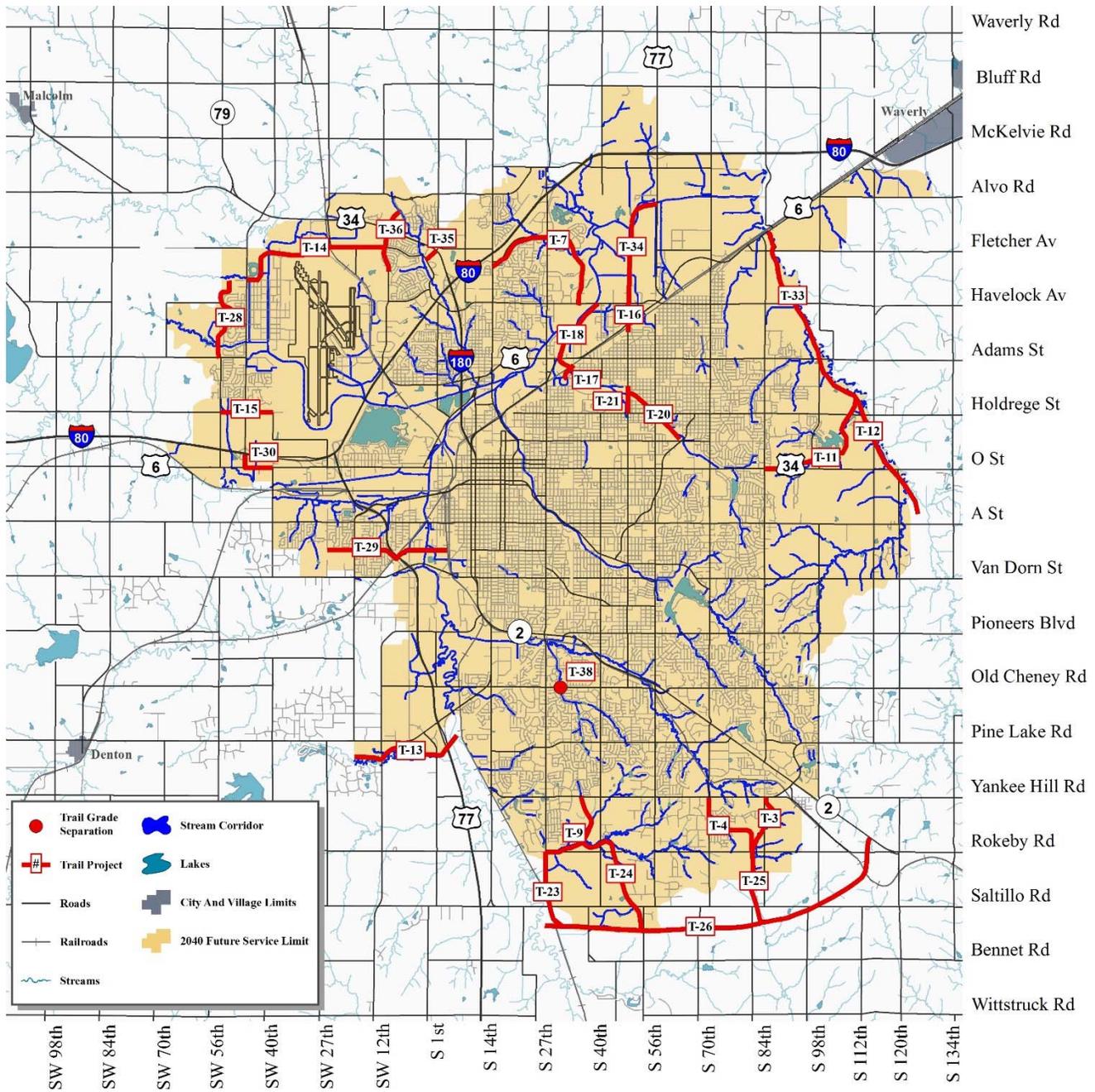


Note: Only those projects with a low income population above the threshold within the project buffer are shown on the map.

Historic Sites



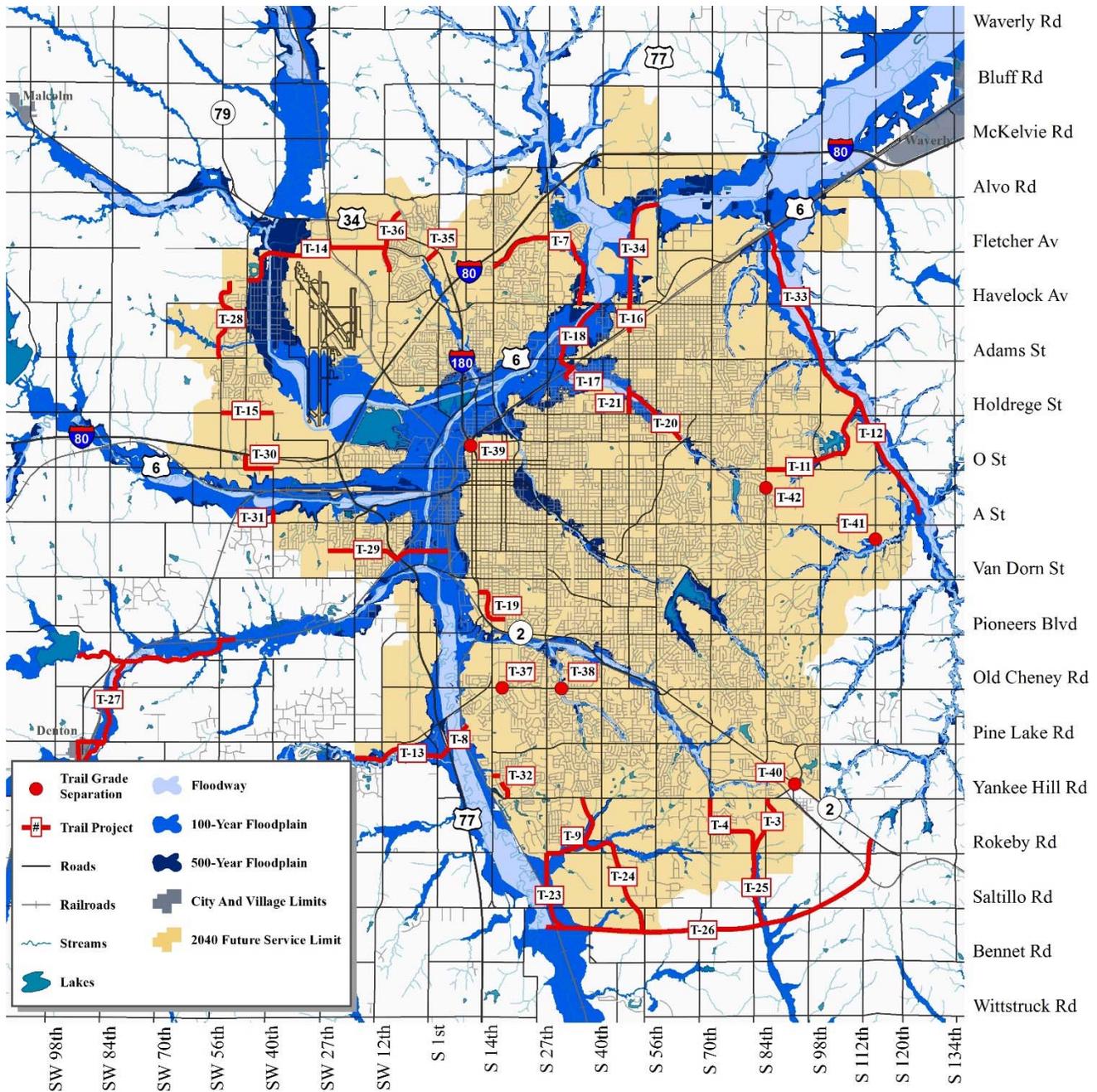
Trail Projects to be Scored



Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

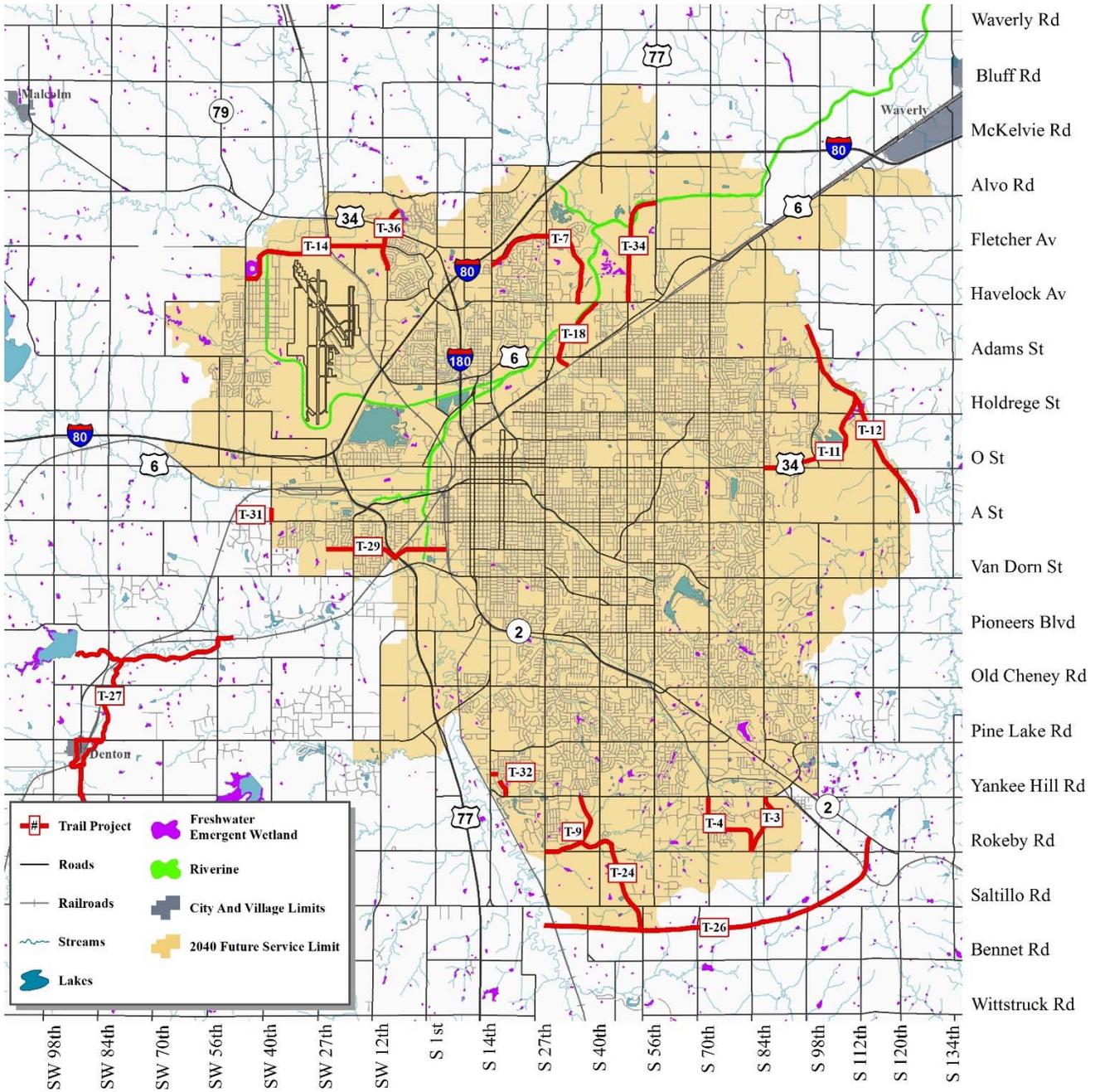
Stream Corridors





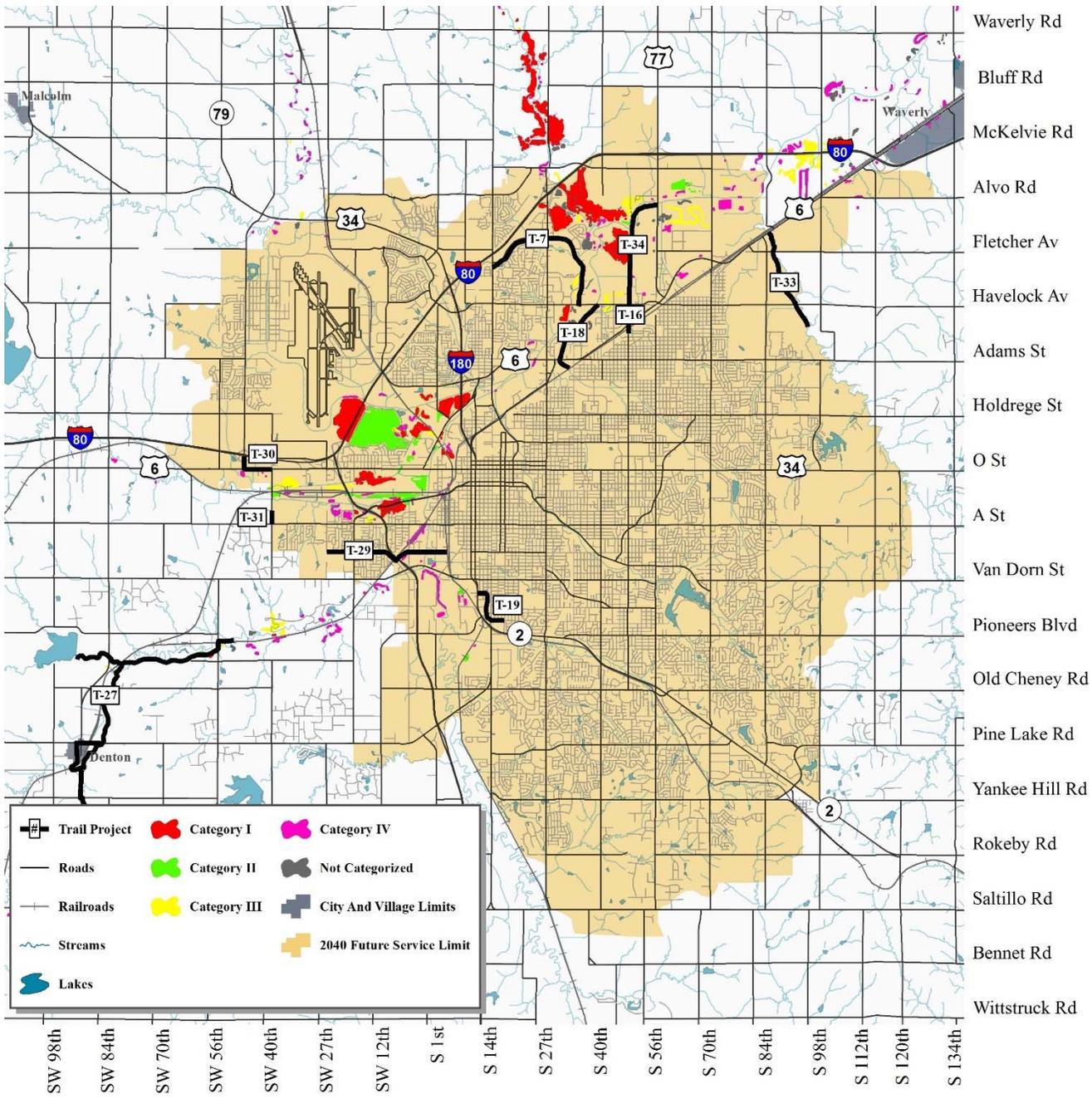
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Floodplains



Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

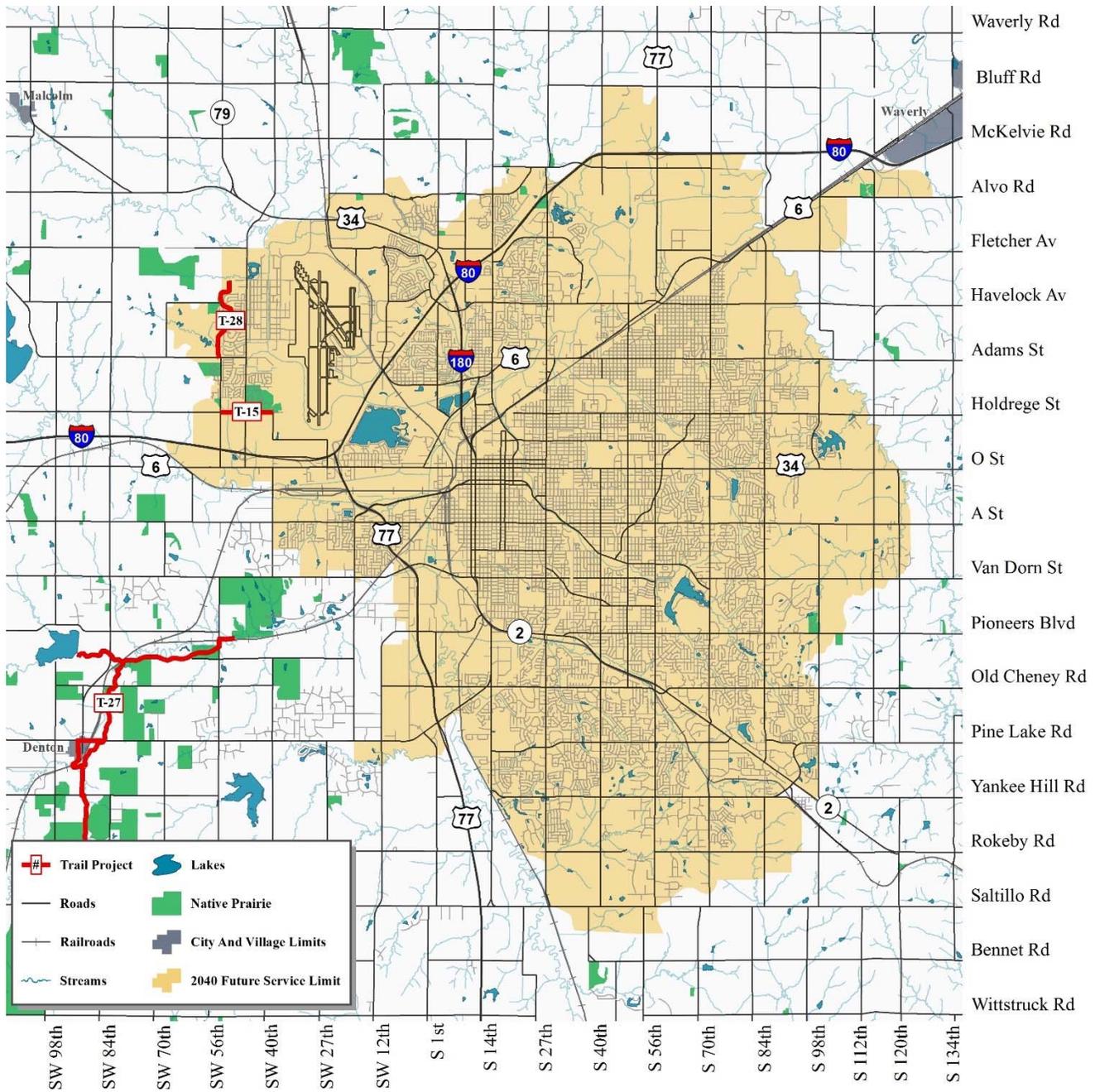
Freshwater Wetlands



Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Saline Wetlands

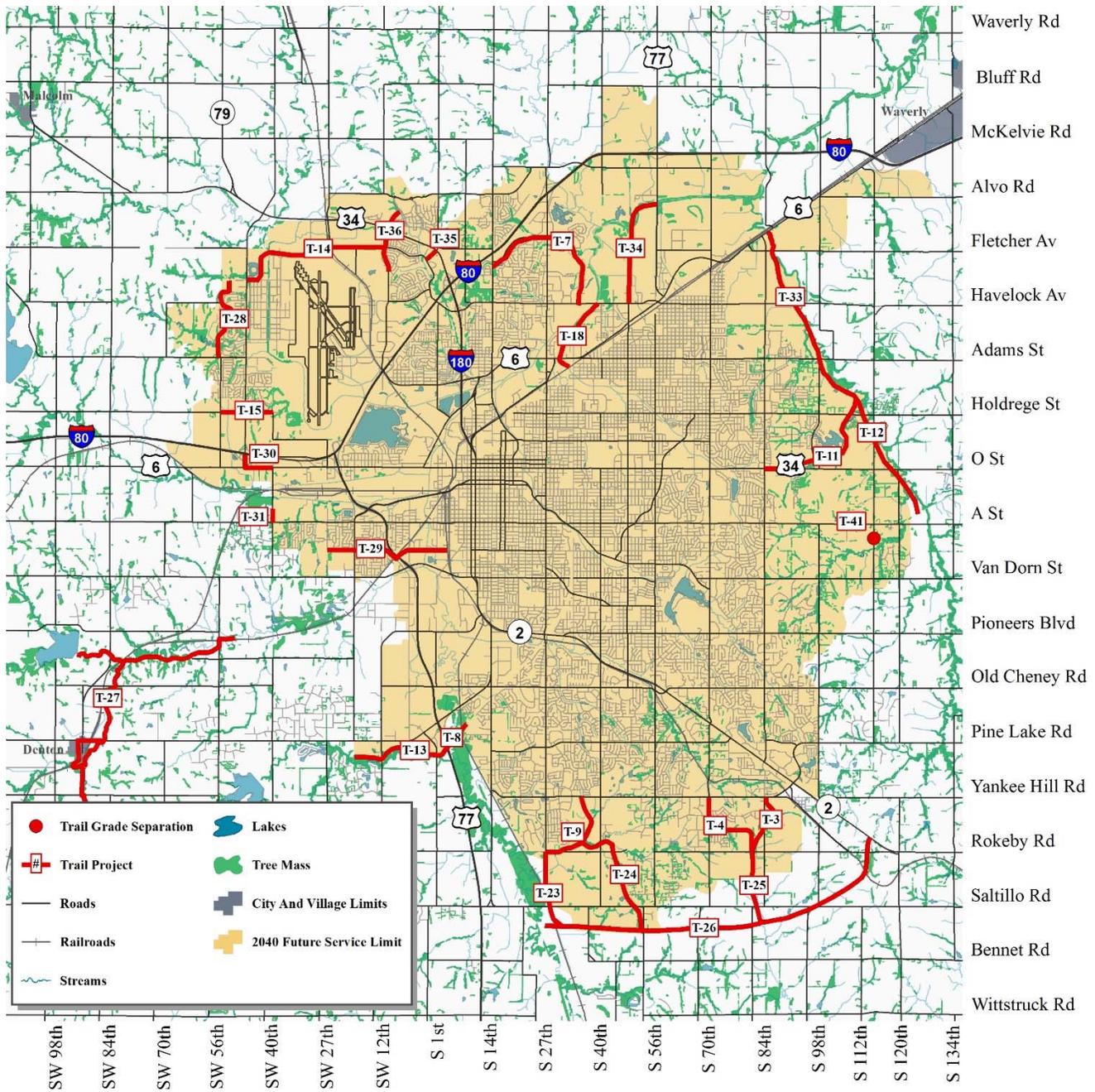




Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Native Prairie

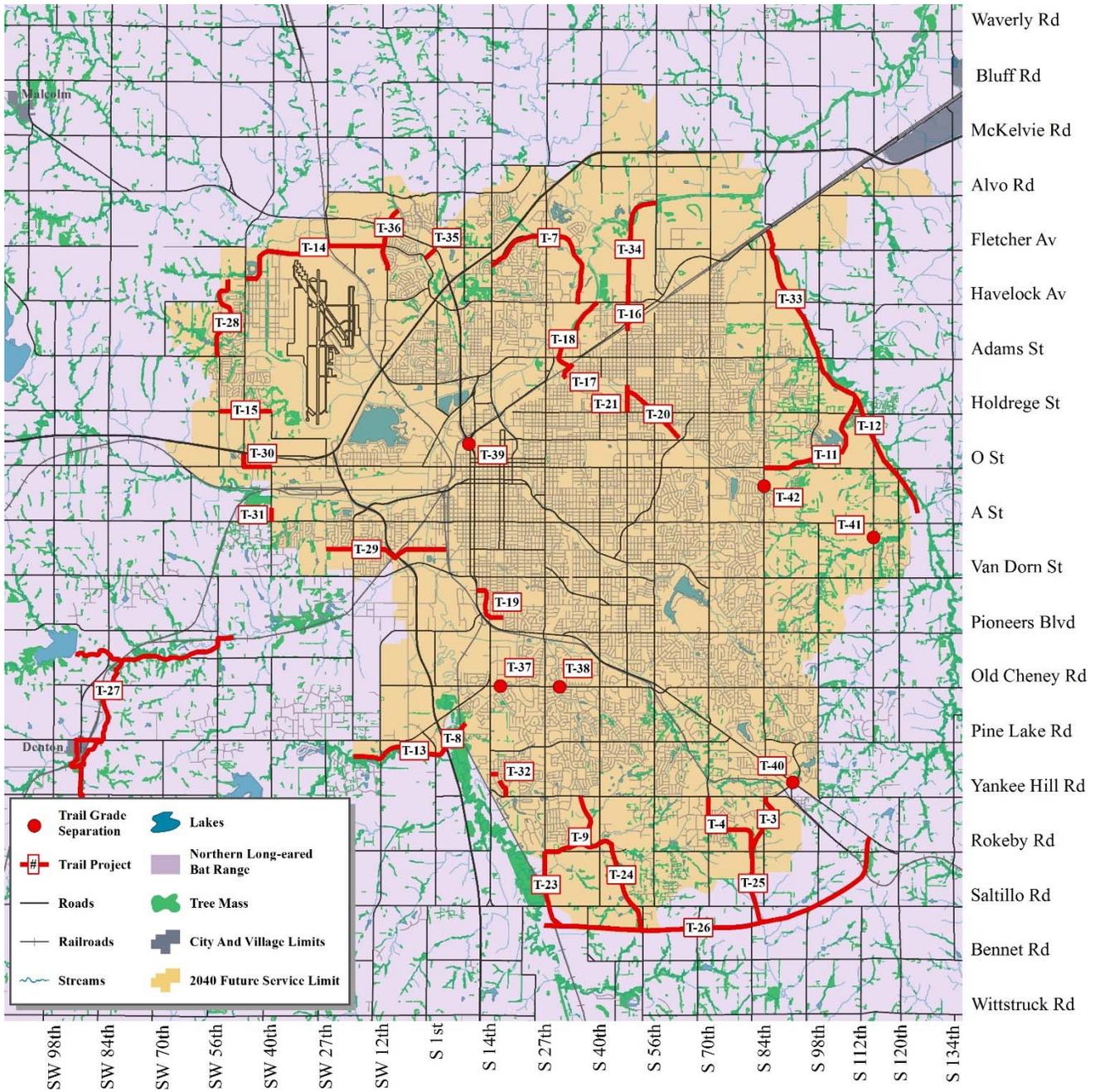




Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

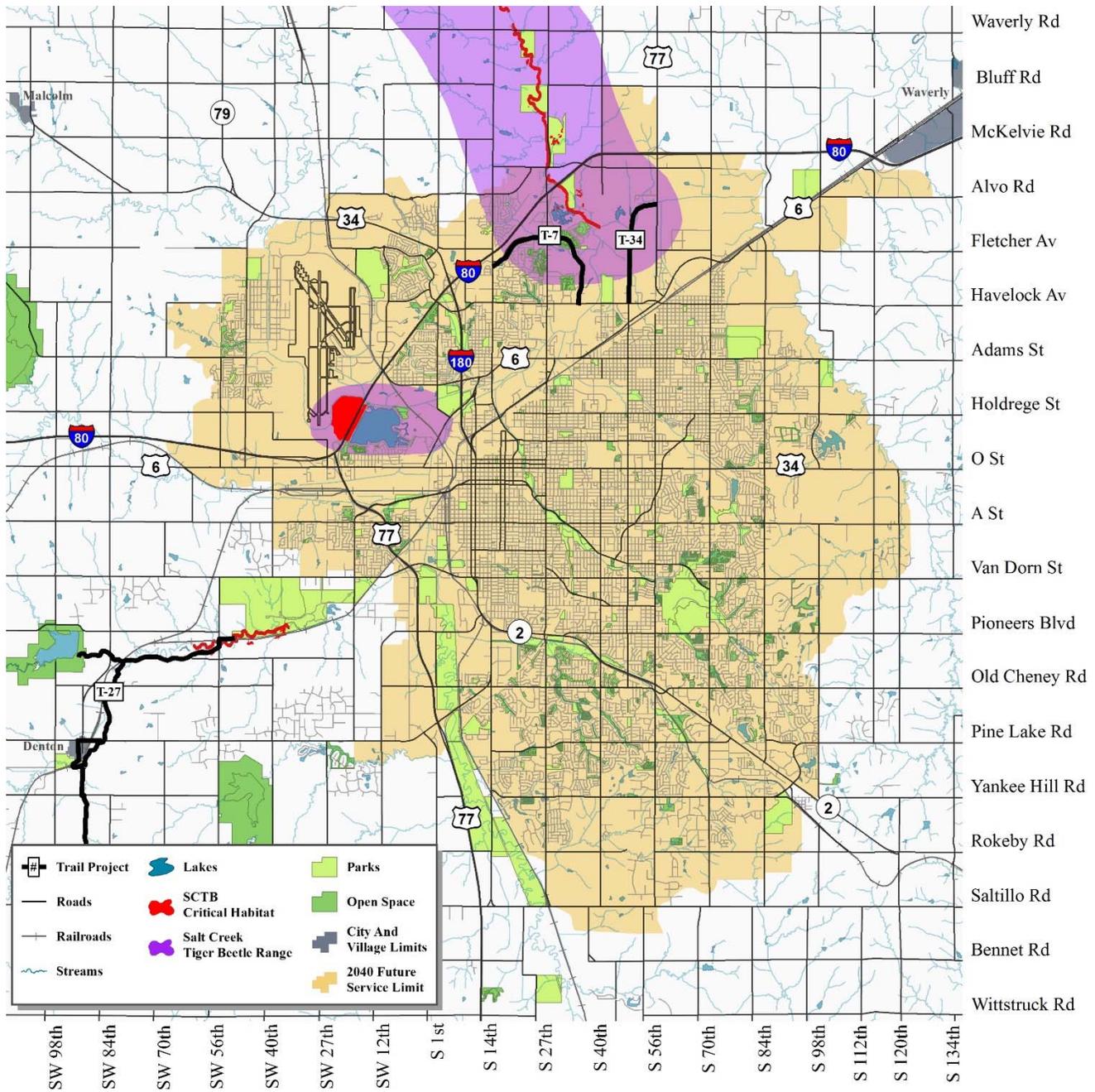
Tree Mass





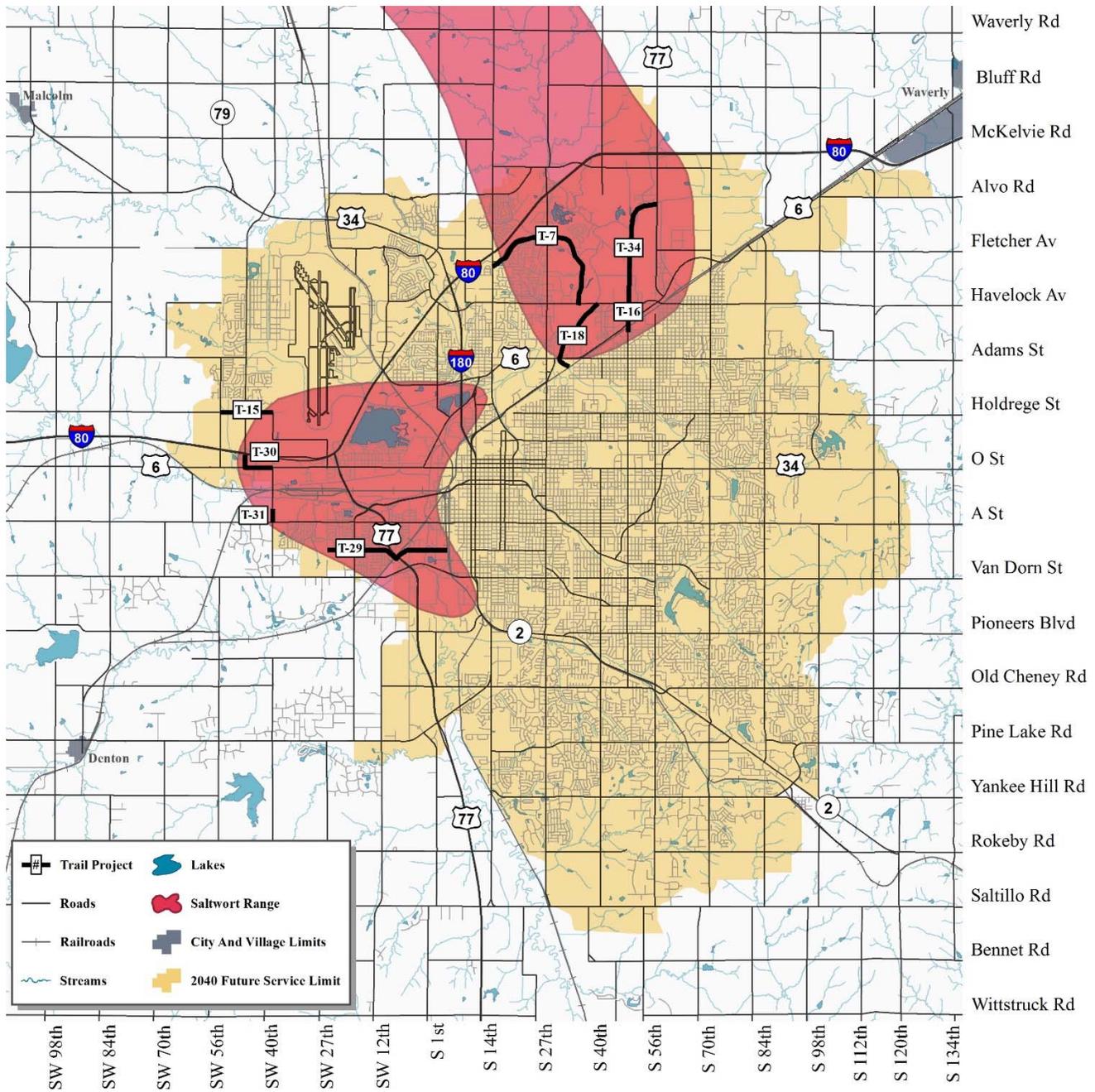
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Threatened & Endangered Species: Northern Long-Eared Bat



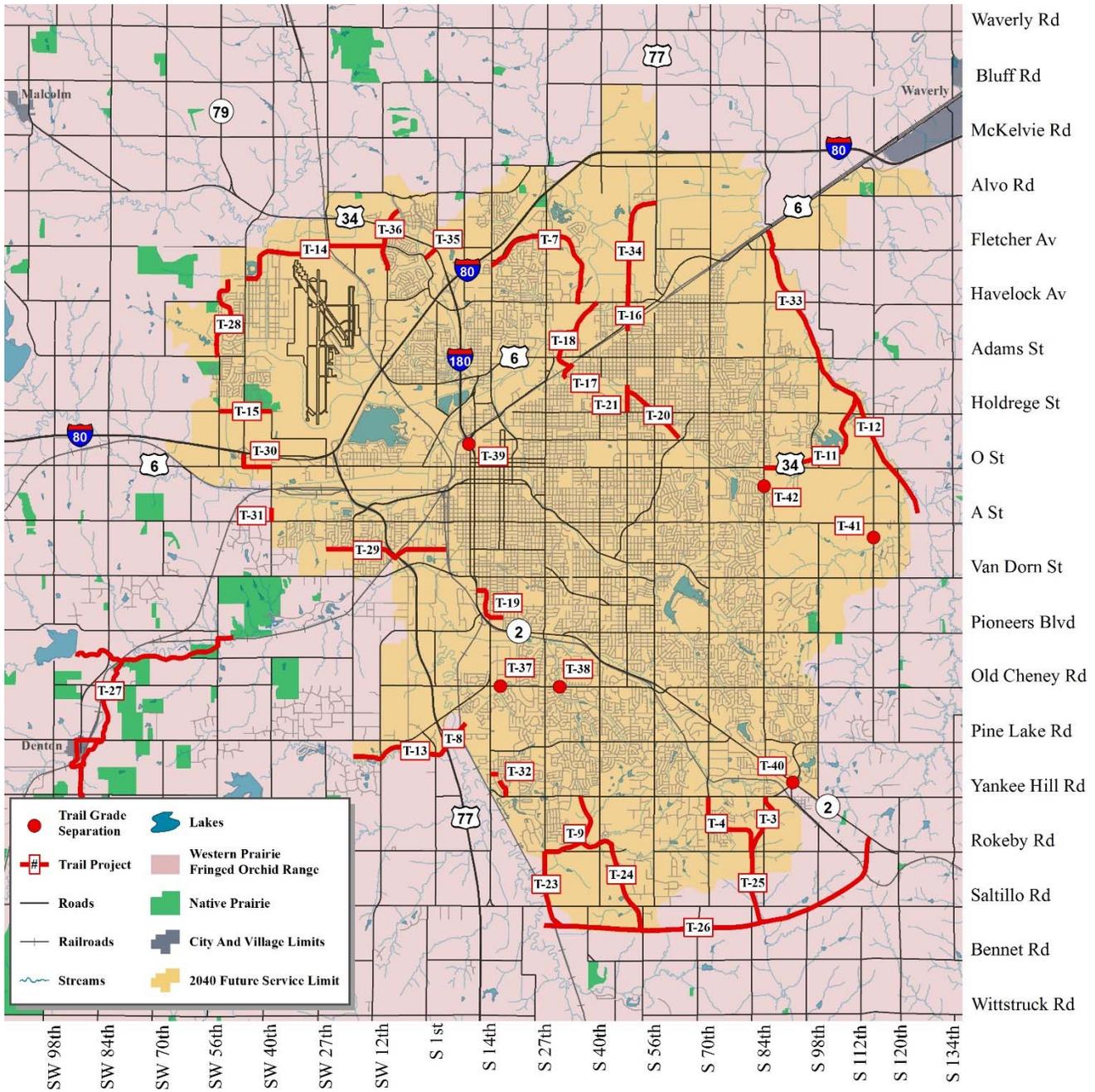
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Threatened & Endangered Species: Salt Creek Tiger Beetle (SCTB)



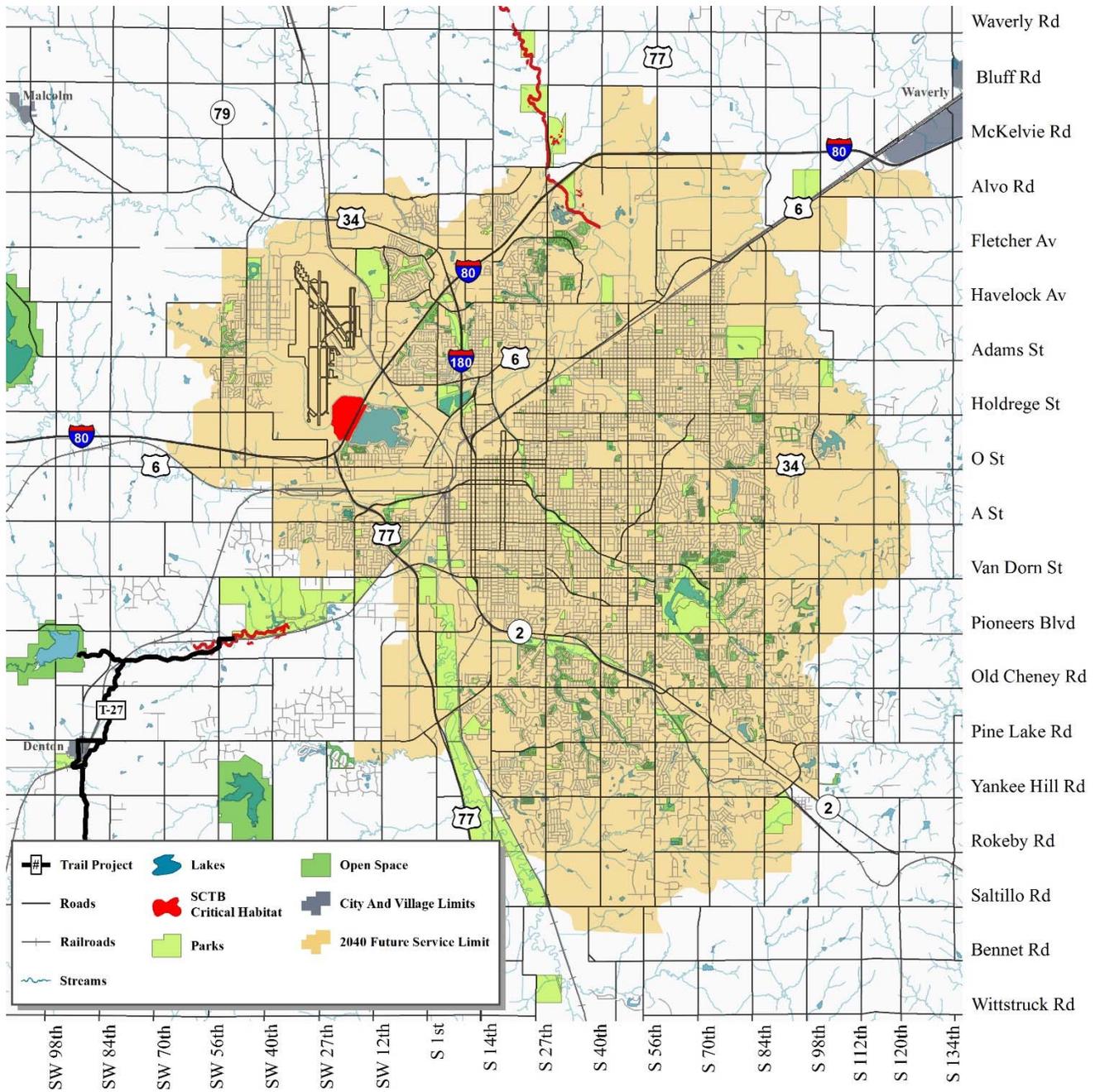
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Threatened & Endangered Species: Saltwort



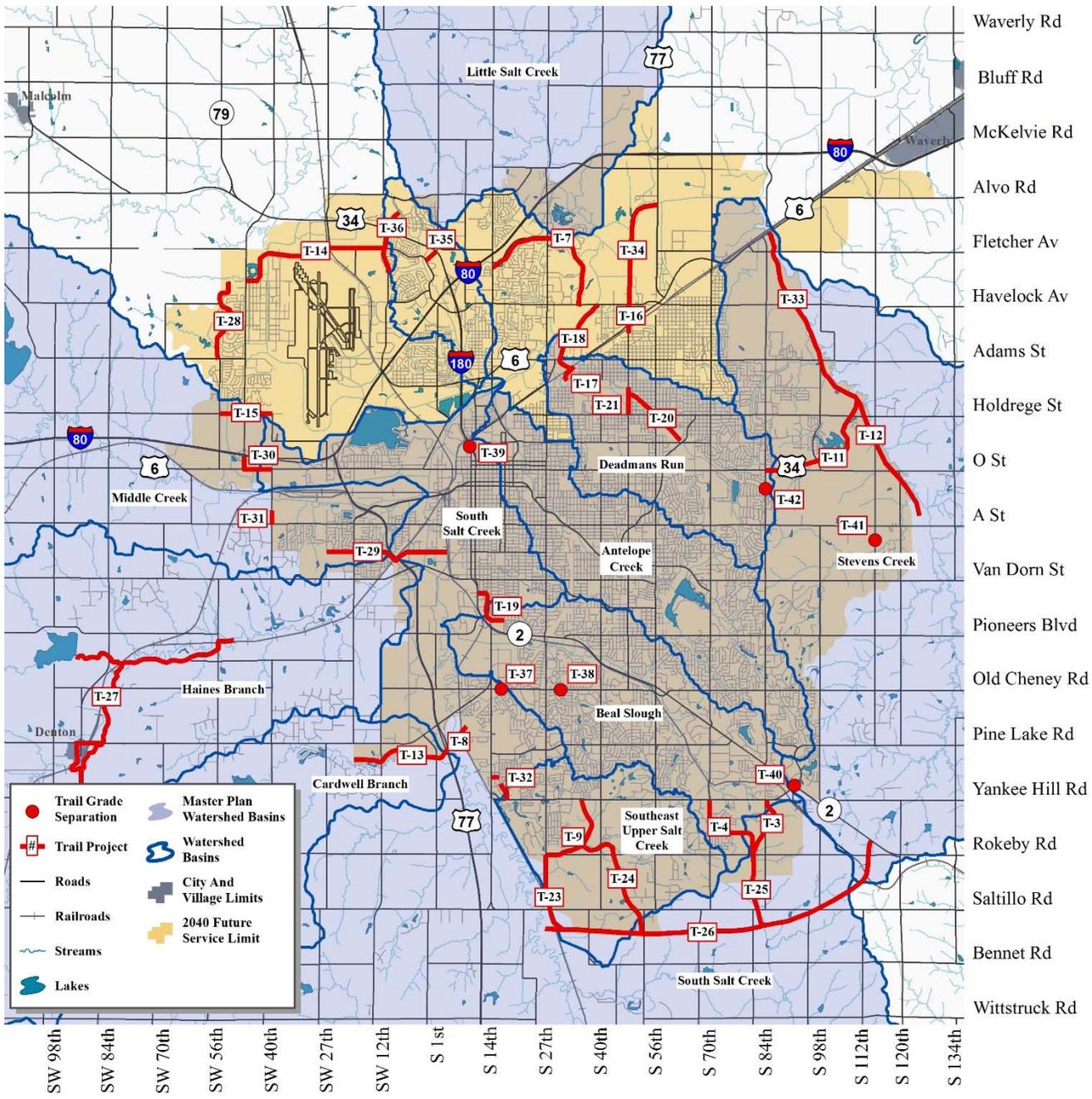
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Threatened & Endangered Species: Western Prairie Fringed Orchid



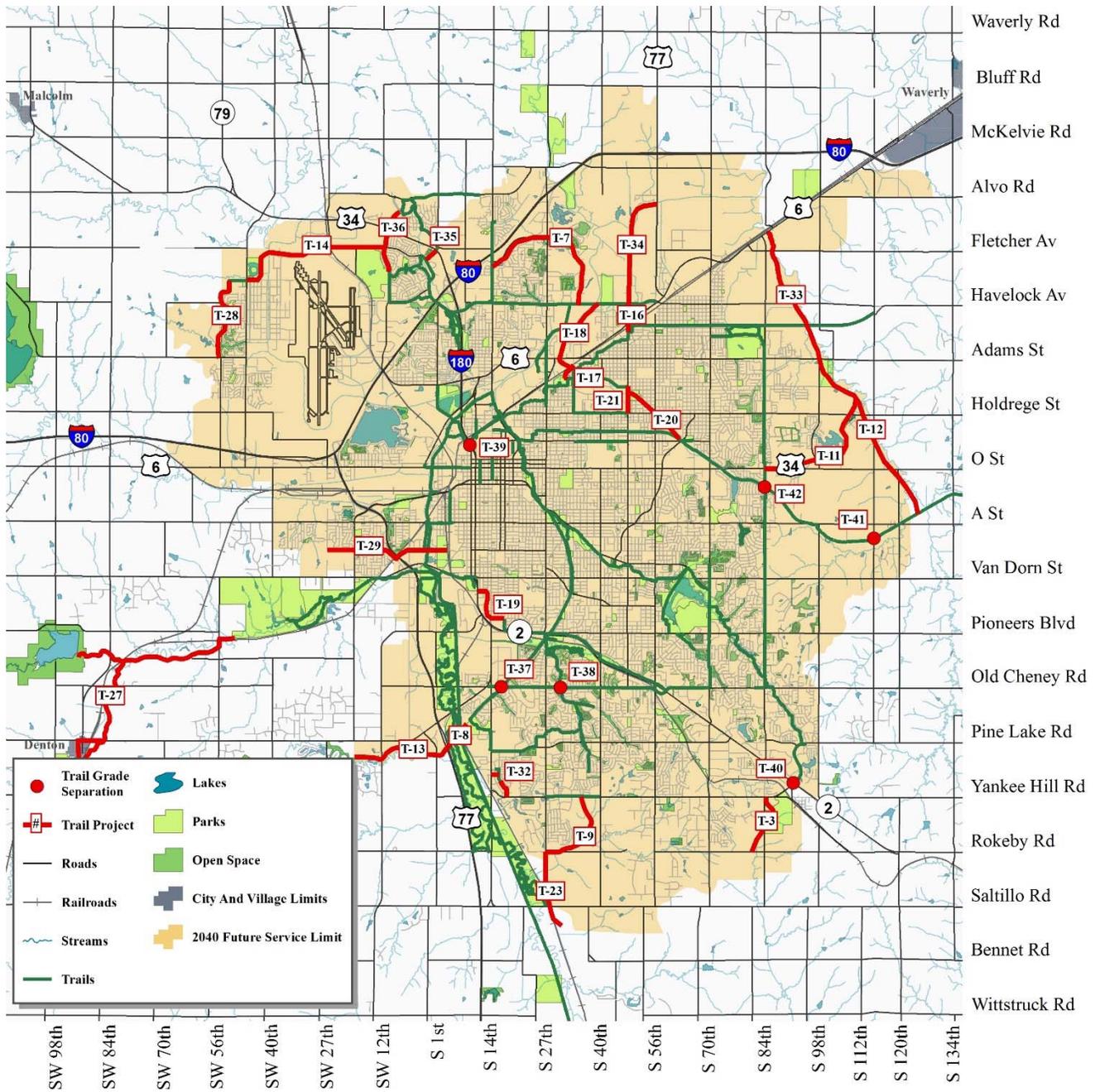
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Salt Creek Tiger Beetle (SCTB) Critical Habitat



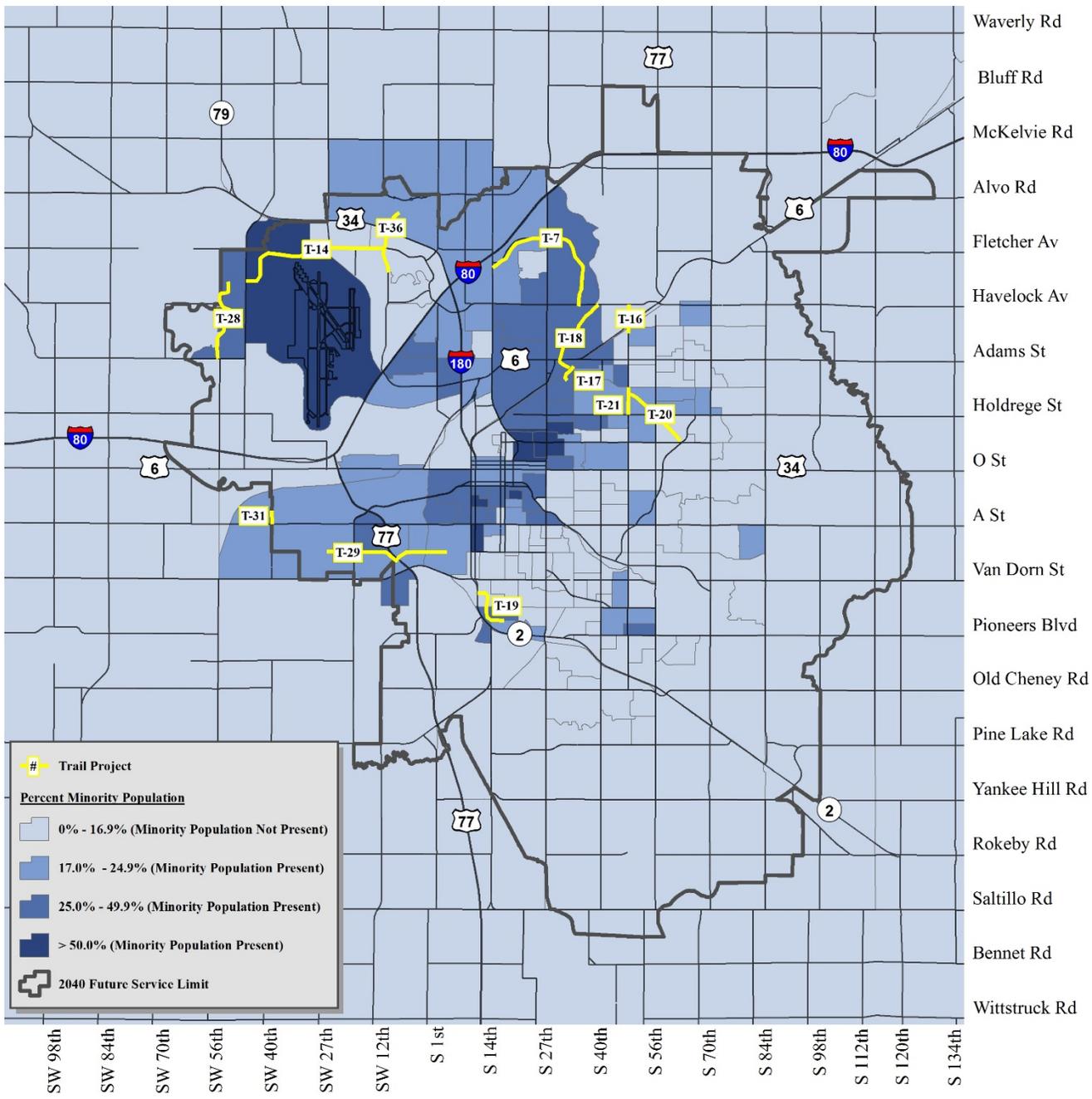
Note: All trail projects are shown on this map.

Watershed Basin Master Plans



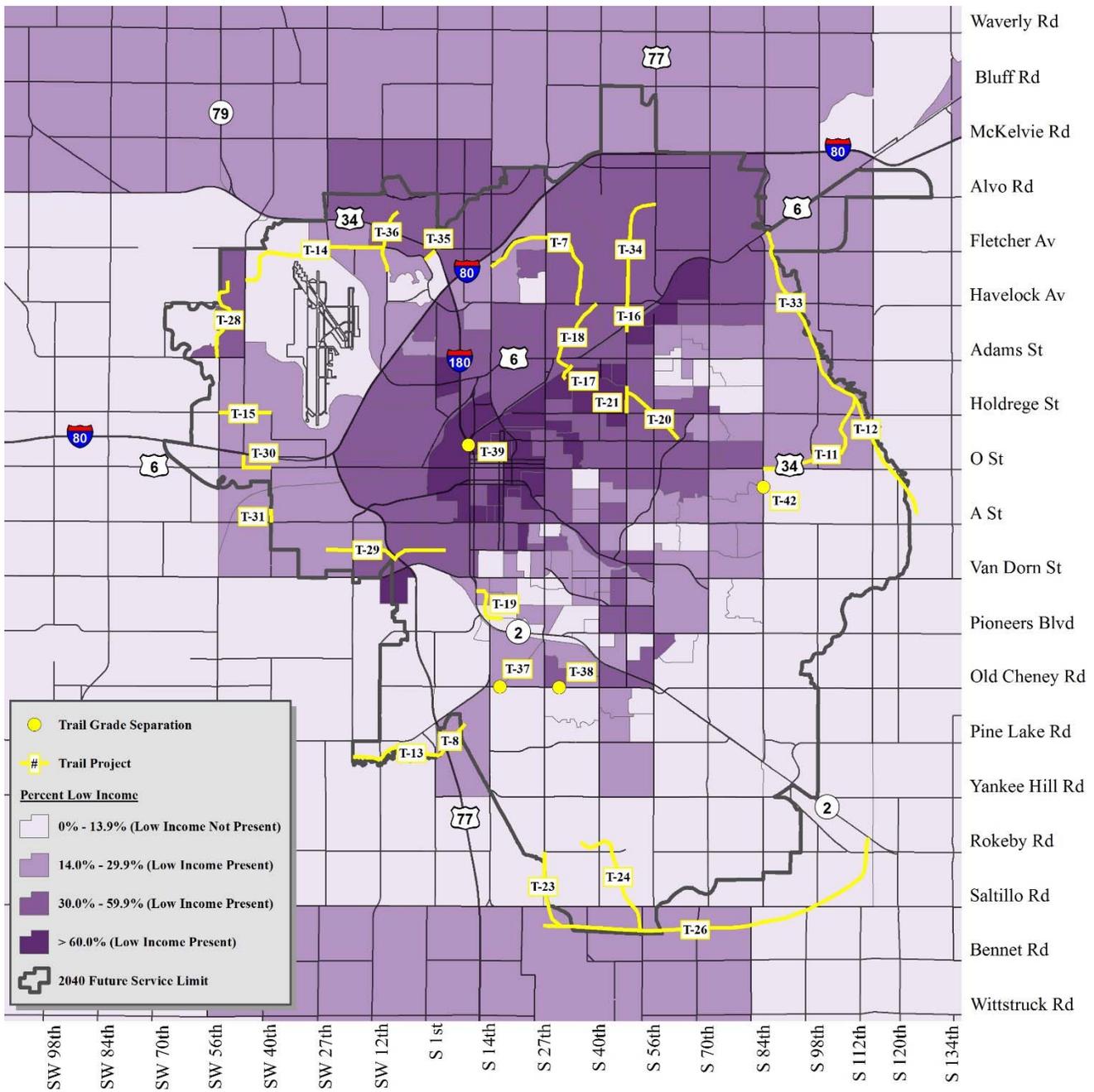
Note: Only those projects with the subject environmental resource within the project buffer are shown on the map.

Parks, Open Space, and Trails



Note: Only those projects with a minority population above the threshold within the project buffer are shown on the map.

Minority Population



Note: Only those projects with a low income population above the threshold within the project buffer are shown on the map.

Low Income Population

Appendix G Roadway and Trail Project Scoring Results

ROADWAY PROJECTS SCORING - By Project ID

AVERAGE SCORES

TOTAL PROJECT COSTS: NUMBER OF PROJECTS:

\$1,115,800,000 **71**

Goal:

							
Maintenance	Mobility and System Reliability	Livability and Travel Choice	Safety and Security	Economic Vitality	Environmental Sustainability	Funding and Cost Effectiveness	Public Input
18.3	17.6	14.1	15.5	11.4	11.4	11.7	10

Project ID	Street Name	Limits	Description	Agency	Project Cost (2016\$)	Weights:	Improve Condition	Improve Operations	Accommodate All modes	Address Safety	Add Value	Truck Route	Reduce Emissions	Protect Environ.	Benefit/Cost	Total Technical Score	Technical Rank	Public "Votes"	Public Input	Total Score	Rank
1	I-80	I-80 and I-180	Major interchange work	State	\$41,000,000		1.4	1.6	0.8	1.8	1.6	2.7	1.3	1.9	1.1	155	18	99	3.4	158	18
2	S. 40th St	Normal Blvd and South St	Major intersection area work	Local	\$8,600,000		2.4	2.2	1.8	2.1	1.9	1.2	2.1	1.8	1.8	206	3	195	6.7	212	3
3	W. SUPERIOR St	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	Local	\$7,400,000		0.9	1.0	1.2	1.0	1.4	0.8	1.2	1.0	1.2	109	53	11	0.4	109	53
4	W. ADAMS St	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	Local	\$7,000,000		0.9	1.0	1.2	1.0	1.4	0.8	1.2	1.1	1.6	114	49	6	0.2	114	49
5	NW 56TH St	W. Partridge Lane to W. "O" Street	2 lanes + intersection improvements	Local	\$6,600,000		0.9	1.2	1.4	1.0	1.8	1.2	1.2	1.2	1.8	128	33	16	0.5	129	35
6	NW 38TH St	W. Adams Street to W. Holdrege Street	2 lanes + intersection improvements	Local	\$6,000,000		0.9	1.0	1.0	0.8	1.5	0.8	1.2	0.8	1.4	105	54	15	0.5	106	54
7	NW 70TH St	W. Superior Street to W. Adams Street	2 lanes + intersection improvements	Local	\$7,000,000		0.9	1.0	0.8	0.8	1.0	0.8	1.2	1.0	1.6	100	58	8	0.3	101	58
8	W. VAN DORN St	SW 40th Street to Coddington Avenue	2 lanes + intersection improvements	Local	\$10,500,000		0.7	1.1	1.0	1.5	1.2	0.8	1.2	1.0	1.3	111	51	32	1.1	112	51
9	W. HOLDREGE St	NW 48th Street to NW 40th Street	2 lanes + intersection improvements	Local	\$3,900,000		0.8	1.0	1.4	1.0	1.6	1.4	1.3	1.1	1.6	118	44	17	0.6	119	44
10	W. HOLDREGE St	NW 56th Street to NW 48th Street	2 lanes + intersection improvements	Local	\$3,100,000		0.8	1.1	1.4	1.0	1.4	1.4	1.3	1.1	1.8	120	41	14	0.5	120	42
11	NW 40TH St	W. Vine Street to US-6, including I-80 Overpass	Overpass	Local	\$11,500,000		0.6	1.4	1.2	0.7	1.7	1.8	1.3	1.3	1.6	117	45	12	0.4	118	45
12	NW 40TH St	W. Holdrege Street to W. Vine Street	2 lanes + intersection improvements	Local	\$3,500,000		0.8	1.4	1.0	0.7	1.6	1.0	1.3	1.3	1.9	120	43	11	0.4	120	43
13	W. VAN DORN St	Coddington Avenue to US-77	2 lanes + intersection improvements	Local	\$6,000,000		1.8	1.6	1.0	1.0	1.2	0.8	1.3	1.1	1.7	138	27	50	1.7	140	28
14	NW 48TH St	Adams Street to Cuming Street	2 lanes + intersection improvements	Local	\$10,300,000		2.5	1.2	2.2	1.1	2.1	2.6	1.6	0.8	1.1	171	13	46	1.6	173	13
15	NW 56TH St	W. Cummings Street to W. Superior Street	2 lanes + intersection improvements	Local	\$3,200,000		0.5	1.0	1.4	0.4	1.2	0.8	1.2	1.0	1.4	95	64	4	0.1	95	64
16	W. CUMINGS St	NW 56th Street to NW 52nd Street	2 lanes + intersection improvements	Local	\$1,800,000		0.5	0.8	0.8	0.4	1.0	0.8	1.2	1.1	1.7	85	70	5	0.2	85	70
17	NW 12TH St	W. Alvo Road to Fletcher Avenue , US 34 Overpass	2 lanes + int. impr. + overpass	Local	\$11,500,000		0.7	1.3	1.8	1.1	1.8	1.2	1.6	1.6	1.6	136	30	76	2.6	138	30
18	NEBRASKA HWY 2	Van Dorn Street to Old Cheney Road	6 lanes + intersection improvements	Local	\$15,900,000		1.3	2.8	1.8	2.4	2.5	2.8	2.5	1.6	2.1	216	2	288	9.8	225	2
19	O St (US-34)	Wedgewood Drive to 98th Street	6 lanes + intersection improvements	Local	\$28,000,000		1.1	2.6	2.0	1.7	1.8	2.0	1.8	1.4	1.1	174	10	51	1.7	176	11
20	ROKEBY Rd	S. 27th Street to S. 40th Street	2 lanes + intersection improvements	Local	\$7,000,000		0.9	0.8	1.0	1.0	1.6	0.8	1.2	1.2	1.6	111	52	22	0.8	112	52
21	SALTILLO Rd	S. 14th St to S. 27th St	2 lanes + intersection improvements	Local	\$8,200,000		1.0	1.3	1.0	2.0	1.6	1.5	1.2	1.3	1.5	136	29	106	3.6	140	27
22	DENTON Rd	Amaranth Ln to S. Folsom St	2 additional lanes	Local	\$4,000,000		0.5	0.8	0.8	0.6	1.3	0.8	1.2	1.3	1.1	86	69	13	0.4	86	69
23	S. 56TH St	Thompson Creek Boulevard. to Yankee Hill Road	4 lanes + intersection improvements	Local	\$7,400,000		2.3	1.7	1.4	1.5	1.6	0.8	1.4	1.1	1.2	162	17	65	2.2	164	17
24	YANKEE HILL Rd	S. 56th Street to S. 70th Street	2 lanes + intersection improvements	Local	\$7,000,000		1.6	1.6	1.6	1.2	1.7	0.8	1.8	1.2	1.2	149	22	63	2.2	151	21
25	S. 84TH St	Amber Hill Road to Yankee Hill Road	4 lanes + intersection improvements	Local	\$4,300,000		2.5	1.0	1.3	0.8	1.4	0.8	1.2	1.6	2.0	149	21	23	0.8	150	22
26	NEBRASKA HWY 2	Old Cheney Road to S. 84th Street	6 lanes + intersection improvements	Local	\$30,100,000		1.1	2.0	1.6	2.2	1.9	2.7	1.8	1.4	1.0	173	12	173	5.9	179	10
27	YANKEE HILL Rd	S. 40th Street to S. 56th Street	2/4 lanes + intersection improvement	Local	\$10,200,000		2.4	2.3	2.2	1.4	1.9	0.9	2.0	1.6	1.7	199	4	45	1.5	201	4
28	ROKEBY Rd	S. 48th Street to S. 56th Street	2 lanes + intersection improvements	Local	\$7,000,000		0.4	1.0	1.2	0.6	1.2	0.8	1.2	1.0	1.5	95	65	15	0.5	95	65
29	ROKEBY Rd	S. 70th Street to S. 84th Street	2 lanes + intersection improvements	Local	\$7,400,000		0.4	1.0	1.2	0.6	1.3	0.8	1.2	1.2	1.4	96	63	9	0.3	96	63
30	S. 70TH St	Yankee Hill Rd to Rokeby Rd	2 lanes + intersection improvements	Local	\$4,800,000		0.8	1.5	1.6	0.8	1.5	0.8	1.2	1.4	1.7	128	34	24	0.8	129	36
31	S. 70TH St	Pine Lake Road to Yankee Hill Road	4 lanes + intersection improvements	Local	\$10,500,000		1.0	1.5	1.8	0.9	1.4	1.4	1.4	1.2	1.3	130	32	68	2.3	132	33
32	O St (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th St	6 lanes + intersection improvements	Local	\$27,300,000		1.4	2.9	1.7	2.0	1.3	2.0	2.0	0.9	1.1	184	8	128	4.4	188	8
33	N. 84TH St	O Street to Adams Street	6 lanes + intersection improvements	Local	\$28,500,000		1.2	2.7	2.0	1.9	1.5	2.6	2.3	1.3	1.0	189	7	117	4.0	193	7
34	US-6 (SUN VALLEY)	Corn. Hwy (US-6) to W. O St.(US-6)	4 lanes + turn lanes	State	\$16,000,000		1.4	2.7	2.0	1.4	1.7	2.0	2.3	0.9	1.2	178	9	73	2.5	181	9
35	S. 9TH St	Van Dorn St to South St	3 lanes + intersection improvements	Local	\$3,500,000		1.9	2.8	1.6	1.4	1.3	1.9	2.3	1.1	2.3	196	5	97	3.3	200	5
37	CORNHUSKER (US-6)	N. 20th Street to N. 33rd Street	6 lanes + intersection improvements	Local	\$16,800,000		0.9	2.5	2.0	1.9	1.7	2.0	2.2	1.0	1.2	173	11	71	2.4	176	12
38	CORNHUSKER (US-6)	N. 11th St to N. 20th St	6 lanes + intersection improvements	Local	\$18,200,000		1.0	1.6	2.0	1.6	1.3	2.0	1.8	1.3	1.2	154	20	70	2.4	156	19
40	VAN DORN St	S. 70th Street to S. 84th Street	4 lanes + intersection improvements	Local	\$10,200,000		1.6	1.9	2.0	1.3	1.2	1.9	1.7	1.6	1.6	170	14	56	1.9	172	14

ROADWAY PROJECTS SCORING - By Project ID

AVERAGE SCORES

TOTAL PROJECT COSTS: NUMBER OF PROJECTS:

\$1,115,800,000 **71**

Goal:

							
Maintenance	Mobility and System Reliability	Livability and Travel Choice	Safety and Security	Economic Vitality	Environmental Sustainability	Funding and Cost Effectiveness	Public Input
18.3	17.6	14.1	15.5	11.4	11.4	11.7	10

Project ID	Street Name	Limits	Description	Agency	Project Cost (2016\$)	Weights:	Improve Condition	Improve Operations	Accommodate All modes	Address Safety	Add Value	Truck Route	Reduce Emissions	Protect Environ.	Benefit/Cost	Total Technical Score	Technical Rank	Public "Votes"	Public Input	Total Score	Rank
41	N. 48TH St	Adams St to Superior St	4 lanes + intersection improvements	Local	\$12,400,000		3.0	2.8	2.0	2.0	1.7	1.8	2.1	1.4	2.0	227	1	95	3.2	230	1
42	HAVELOCK Ave	N. 70th Street to N. 84th Street	2 lanes + intersection improvements	Local	\$6,300,000		1.5	1.5	2.2	1.1	1.3	1.8	1.6	1.3	2.0	162	15	54	1.8	164	16
43	N. 98TH St	Adams Street to Holdrege Street	2 lanes + intersection improvements	Local	\$8,000,000		0.5	1.0	1.2	0.6	1.3	0.8	1.2	1.2	1.3	97	61	25	0.9	98	60
44	O St (US-34)	84th Street to 120th Street	4 lanes + intersection improvements	State	\$14,000,000		1.4	1.7	1.6	1.4	1.4	2.8	1.6	0.8	1.4	162	16	77	2.6	164	15
45	S. 98TH St	A Street to Pioneers Boulevard	4 lanes + intersection improvements	Local	\$21,000,000		0.7	1.2	1.2	0.8	1.4	0.8	1.1	1.0	0.9	102	57	34	1.2	103	57
46	S. 112TH St	US-34 to Van Dorn Street	2 lanes + intersection improvements	Local	\$14,000,000		0.6	0.8	1.0	0.8	0.9	1.8	0.9	0.8	1.3	97	60	9	0.3	97	61
47	N. 98TH St	Holdrege St to O St	Additional 2 lanes	Local	\$5,400,000		0.5	1.2	1.4	0.6	1.3	1.0	1.0	1.2	1.4	103	56	19	0.6	104	56
48	N. 112TH St	Holdrege Street to US-34	2 lanes + intersection improvements	Local	\$9,100,000		0.6	0.8	1.0	0.6	1.1	1.8	0.9	1.0	1.4	96	62	9	0.3	96	62
49	SALTILLO Rd	27th Street to 70th Street	2 lanes + intersection improvements	Local	\$21,000,000		1.0	1.1	1.2	2.4	1.3	0.9	0.8	1.2	1.4	134	31	76	2.6	137	31
50	HAVELOCK Ave	N. 84th St to N. 98th St	2 lanes + intersection improvements	Local	\$7,000,000		1.8	1.2	1.9	1.0	1.3	1.8	1.3	0.9	1.5	147	23	12	0.4	147	24
51	N. 33RD St	Cornhusker Hwy to Superior St	4 lanes + int. impr. & bridge	Local	\$15,000,000		0.6	1.5	1.6	1.5	1.7	1.6	1.6	0.9	0.9	127	36	92	3.1	130	34
52	A STREET	S. 98th St to 105th St	2 lanes + intersection improvements	Local	\$3,500,000		1.3	1.2	1.0	1.0	1.5	0.8	1.3	1.2	1.5	123	38	6	0.2	124	39
53	W. FLETCHER Ave	NW 31st St to NW 27th St	2 lanes + intersection improvements	Local	\$3,200,000		0.4	0.9	1.8	1.0	1.6	0.8	1.3	1.3	1.6	116	47	13	0.4	116	47
54	ADAMS St	N. 90th St to N. 98th St	2 lanes + intersection improvements	Local	\$4,200,000		1.5	0.8	1.2	0.8	1.3	0.8	1.2	1.2	1.5	117	46	9	0.3	117	46
55	S. 98TH St	US 34 (O St) to A St	4 lanes + intersection improvements	Local	\$10,500,000		0.6	1.2	1.4	1.0	1.5	1.0	1.1	1.3	1.3	113	50	31	1.1	114	50
56	HOLDREGE St	N. 70th St to N. 80th St	4 lanes + intersection improvements	Local	\$7,900,000		1.3	1.4	2.0	1.1	1.2	0.8	1.5	1.8	1.4	143	25	42	1.4	144	25
57	YANKEE HILL Rd	S. 14th St to S. 27th St	Additional 2 lanes	Local	\$4,000,000		0.6	1.7	2.2	1.0	1.7	0.8	1.2	1.2	1.4	137	28	40	1.4	138	29
58	S. 56TH St	Van Dorn St to Pioneers Blvd	4 lanes + intersection improvements	Local	\$10,500,000		2.4	2.0	1.8	2.0	1.2	0.6	1.8	1.7	2.2	195	6	77	2.6	197	6
59	EAST BELTWAY	Nebraska Hwy 2 to I-80	New 4 lane divided highway	Local	\$247,000,000		0.7	1.7	1.1	0.5	2.4	2.8	1.5	0.8	1.2	125	37	293	10.0	135	32
60	ROKEBY Rd	S. 40th St to S. 48th St	2 lanes + intersection improvements	Local	\$3,500,000		0.4	1.0	1.4	0.4	1.2	0.6	1.2	1.1	1.4	94	66	5	0.2	94	66
61	S. 27TH St	Yankee Hill Rd to Saltillo Rd	2 lane realignment + int. impr.	Local	\$14,000,000		1.2	1.2	1.8	1.1	1.7	0.9	1.2	1.1	0.8	127	35	28	1.0	128	37
62	S. 70TH St	Rokeby Rd to Saltillo Rd	4 lanes + intersection improvements	Local	\$10,500,000		1.5	0.8	1.0	0.8	1.0	0.6	1.0	1.1	1.1	104	55	8	0.3	105	55
63	S. 84TH St	Yankee Hill Rd to Rokeby Rd	4 lanes + intersection improvements	Local	\$10,500,000		1.1	1.1	1.2	0.9	1.5	0.6	1.0	1.2	1.3	115	48	11	0.4	116	48
64	S. 84TH St	Rokeby Rd to Saltillo Rd	4 lanes + intersection improvements	Local	\$10,500,000		0.5	0.8	1.0	0.8	0.9	0.6	1.0	1.1	1.1	85	71	4	0.1	85	71
65	ROKEBY Rd	84th St to 98th St	2 lanes + intersection improvements	Local	\$7,000,000		0.6	0.8	1.0	0.8	1.1	0.6	1.0	1.0	1.3	91	67	3	0.1	91	67
66	W. ALVO Rd	NW 27th Street to Tallgrass	2 lanes + intersection improvements	Local	\$8,400,000		0.8	0.8	1.2	0.8	1.4	0.8	1.2	0.8	1.2	99	59	20	0.7	100	59
67	S. 40th St	Yankee Hill Rd to Rokeby Rd	2/4 lanes + intersection improvement	Local	\$8,800,000		2.2	1.6	1.6	1.0	1.8	0.6	1.4	1.1	1.1	154	19	10	0.3	154	20
68	O St (US-34)	120th Street to east county line	4 lanes + intersection improvements	State	\$29,000,000		0.6	1.4	1.1	1.1	1.5	2.8	1.1	0.9	0.9	122	39	68	2.3	124	38
69	N. 14TH St	US-6 Cornhusker Highway	Interchange	Local	\$15,300,000		1.3	1.6	1.3	1.3	1.5	1.8	1.5	1.3	1.6	146	24	80	2.7	148	23
70	US 34	N79 to Malcolm Spur	4 lanes + intersection improvements	State	\$12,000,000		0.9	1.1	1.0	1.3	1.5	2.6	1.0	1.0	0.9	122	40	13	0.4	122	41
71	I-80	Pleasant Dale to NW 56th Street	6 lanes + bridges	State	\$76,000,000		1.0	2.0	0.6	1.4	1.5	2.6	1.2	1.0	1.4	142	26	30	1.0	143	26
72	I-180	I-80 to US-6	Reconstruction + bridges	State	\$40,100,000		1.4	1.2	1.0	0.7	1.0	2.0	1.0	1.2	1.1	120	42	67	2.3	122	40
73	US 34	US 34 and Fletcher Ave	New interchange	State	\$25,000,000		0.0	1.5	0.0	1.0	1.0	2.0	1.5	2.0	0.5	91	68	0.0	0.0	91	68

ROADWAY PROJECTS SCORING - By Rank

AVERAGE SCORES

TOTAL PROJECT COSTS: NUMBER OF PROJECTS:

\$1,115,800,000 **71**

Goal:

							
Maintenance	Mobility and System Reliability	Livability and Travel Choice	Safety and Security	Economic Vitality	Environmental Sustainability	Funding and Cost Effectiveness	Public Input
18.3	17.6	14.1	15.5	11.4	11.4	11.7	10

Project ID	Street Name	Limits	Description	Agency	Project Cost (2016\$)	Weights:	Improve Condition	Improve Operations	Accommodate All modes	Address Safety	Add Value	Truck Route	Reduce Emissions	Protect Environ.	Benefit/Cost	Total Technical Score	Technical Rank	Public "Votes"	Public Input	Total Score	Rank
41	N. 48TH St	Adams St to Superior St	4 lanes + intersection improvements	Local	\$12,400,000		3.0	2.8	2.0	2.0	1.7	1.8	2.1	1.4	2.0	227	1	95	3.2	230	1
18	NEBRASKA HWY 2	Van Dorn Street to Old Cheney Road	6 lanes + intersection improvements	Local	\$15,900,000		1.3	2.8	1.8	2.4	2.5	2.8	2.5	1.6	2.1	216	2	288	9.8	225	2
2	S. 40th St	Normal Blvd and South St	Major intersection area work	Local	\$8,600,000		2.4	2.2	1.8	2.1	1.9	1.2	2.1	1.8	1.8	206	3	195	6.7	212	3
27	YANKEE HILL Rd	S. 40th Street to S. 56th Street	2/4 lanes + intersection improvement	Local	\$10,200,000		2.4	2.3	2.2	1.4	1.9	0.9	2.0	1.6	1.7	199	4	45	1.5	201	4
35	S. 9TH St	Van Dorn St to South St	3 lanes + intersection improvements	Local	\$3,500,000		1.9	2.8	1.6	1.4	1.3	1.9	2.3	1.1	2.3	196	5	97	3.3	200	5
58	S. 56TH St	Van Dorn St to Pioneers Blvd	4 lanes + intersection improvements	Local	\$10,500,000		2.4	2.0	1.8	2.0	1.2	0.6	1.8	1.7	2.2	195	6	77	2.6	197	6
33	N. 84TH St	O Street to Adams Street	6 lanes + intersection improvements	Local	\$28,500,000		1.2	2.7	2.0	1.9	1.5	2.6	2.3	1.3	1.0	189	7	117	4.0	193	7
32	O St (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Stre	6 lanes + intersection improvements	Local	\$27,300,000		1.4	2.9	1.7	2.0	1.3	2.0	2.0	0.9	1.1	184	8	128	4.4	188	8
34	US-6 (SUN VALLEY)	Corn. Hwy (US-6) to W. O St.(US-6)	4 lanes + turn lanes	State	\$16,000,000		1.4	2.7	2.0	1.4	1.7	2.0	2.3	0.9	1.2	178	9	73	2.5	181	9
26	NEBRASKA HWY 2	Old Cheney Road to S. 84th Street	6 lanes + intersection improvements	Local	\$30,100,000		1.1	2.0	1.6	2.2	1.9	2.7	1.8	1.4	1.0	173	12	173	5.9	179	10
19	O St (US-34)	Wedgewood Drive to 98th Street	6 lanes + intersection improvements	Local	\$28,000,000		1.1	2.6	2.0	1.7	1.8	2.0	1.8	1.4	1.1	174	10	51	1.7	176	11
37	CORNHUSKER (US-6)	N. 20th Street to N. 33rd Street	6 lanes + intersection improvements	Local	\$16,800,000		0.9	2.5	2.0	1.9	1.7	2.0	2.2	1.0	1.2	173	11	71	2.4	176	12
14	NW 48TH St	Adams Street to Cuming Street	2 lanes + intersection improvements	Local	\$10,300,000		2.5	1.2	2.2	1.1	2.1	2.6	1.6	0.8	1.1	171	13	46	1.6	173	13
40	VAN DORN St	S. 70th Street to S. 84th Street	4 lanes + intersection improvements	Local	\$10,200,000		1.6	1.9	2.0	1.3	1.2	1.9	1.7	1.6	1.6	170	14	56	1.9	172	14
44	O St (US-34)	84th Street to 120th Street	4 lanes + intersection improvements	State	\$14,000,000		1.4	1.7	1.6	1.4	1.4	2.8	1.6	0.8	1.4	162	16	77	2.6	164	15
42	HAVELOCK Ave	N. 70th Street to N. 84th Street	2 lanes + intersection improvements	Local	\$6,300,000		1.5	1.5	2.2	1.1	1.3	1.8	1.6	1.3	2.0	162	15	54	1.8	164	16
23	S. 56TH St	Thompson Creek Boulevard. to Yankee Hill Road	4 lanes + intersection improvements	Local	\$7,400,000		2.3	1.7	1.4	1.5	1.6	0.8	1.4	1.1	1.2	162	17	65	2.2	164	17
1	I-80	I-80 and I-180	Major interchange work	State	\$41,000,000		1.4	1.6	0.8	1.8	1.6	2.7	1.3	1.9	1.1	155	18	99	3.4	158	18
38	CORNHUSKER (US-6)	N. 11th St to N. 20th St	6 lanes + intersection improvements	Local	\$18,200,000		1.0	1.6	2.0	1.6	1.3	2.0	1.8	1.3	1.2	154	20	70	2.4	156	19
67	S. 40th St	Yankee Hill Rd to Rokeby Rd	2/4 lanes + intersection improvement	Local	\$8,800,000		2.2	1.6	1.6	1.0	1.8	0.6	1.4	1.1	1.1	154	19	10	0.3	154	20
24	YANKEE HILL Rd	S. 56th Street to S. 70th Street	2 lanes + intersection improvements	Local	\$7,000,000		1.6	1.6	1.6	1.2	1.7	0.8	1.8	1.2	1.2	149	22	63	2.2	151	21
25	S. 84TH St	Amber Hill Road to Yankee Hill Road	4 lanes + intersection improvements	Local	\$4,300,000		2.5	1.0	1.3	0.8	1.4	0.8	1.2	1.6	2.0	149	21	23	0.8	150	22
69	N. 14TH St	US-6 Cornhusker Highway	Interchange	Local	\$15,300,000		1.3	1.6	1.3	1.3	1.5	1.8	1.5	1.3	1.6	146	24	80	2.7	148	23
50	HAVELOCK Ave	N. 84th St to N. 98th St	2 lanes + intersection improvements	Local	\$7,000,000		1.8	1.2	1.9	1.0	1.3	1.8	1.3	0.9	1.5	147	23	12	0.4	147	24
56	HOLDREGE St	N. 70th St to N. 80th St	4 lanes + intersection improvements	Local	\$7,900,000		1.3	1.4	2.0	1.1	1.2	0.8	1.5	1.8	1.4	143	25	42	1.4	144	25
71	I-80	Pleasant Dale to NW 56th Street	6 lanes + bridges	State	\$76,000,000		1.0	2.0	0.6	1.4	1.5	2.6	1.2	1.0	1.4	142	26	30	1.0	143	26
21	SALTILLO Rd	S. 14th St to S. 27th St	2 lanes + intersection improvements	Local	\$8,200,000		1.0	1.3	1.0	2.0	1.6	1.5	1.2	1.3	1.5	136	29	106	3.6	140	27
13	W. VAN DORN St	Coddington Avenue to US-77	2 lanes + intersection improvements	Local	\$6,000,000		1.8	1.6	1.0	1.0	1.2	0.8	1.3	1.1	1.7	138	27	50	1.7	140	28
57	YANKEE HILL Rd	S. 14th St to S. 27th St	Additional 2 lanes	Local	\$4,000,000		0.6	1.7	2.2	1.0	1.7	0.8	1.2	1.2	1.4	137	28	40	1.4	138	29
17	NW 12TH St	W. Alvo Road to Fletcher Avenue , US 34 Overpas	2 lanes + int. impr. + overpass	Local	\$11,500,000		0.7	1.3	1.8	1.1	1.8	1.2	1.6	1.6	1.6	136	30	76	2.6	138	30
49	SALTILLO Rd	27th Street to 70th Street	2 lanes + intersection improvements	Local	\$21,000,000		1.0	1.1	1.2	2.4	1.3	0.9	0.8	1.2	1.4	134	31	76	2.6	137	31
59	EAST BELTWAY	Nebraska Hwy 2 to I-80	New 4 lane divided highway	Local	\$247,000,000		0.7	1.7	1.1	0.5	2.4	2.8	1.5	0.8	1.2	125	37	293	10.0	135	32
31	S. 70TH St	Pine Lake Road to Yankee Hill Road	4 lanes + intersection improvements	Local	\$10,500,000		1.0	1.5	1.8	0.9	1.4	1.4	1.4	1.2	1.3	130	32	68	2.3	132	33
51	N. 33RD St	Cornhusker Hwy to Superior St	4 lanes + int. impr. & bridge	Local	\$15,000,000		0.6	1.5	1.6	1.5	1.7	1.6	1.6	0.9	0.9	127	36	92	3.1	130	34
5	NW 56TH St	W. Partridge Lane to W. "O" Street	2 lanes + intersection improvements	Local	\$6,600,000		0.9	1.2	1.4	1.0	1.8	1.2	1.2	1.2	1.8	128	33	16	0.5	129	35
30	S. 70TH St	Yankee Hill Rd to Rokeby Rd	2 lanes + intersection improvements	Local	\$4,800,000		0.8	1.5	1.6	0.8	1.5	0.8	1.2	1.4	1.7	128	34	24	0.8	129	36
61	S. 27TH St	Yankee Hill Rd to Saltillo Rd	2 lane realignment + int. impr.	Local	\$14,000,000		1.2	1.2	1.8	1.1	1.7	0.9	1.2	1.1	0.8	127	35	28	1.0	128	37
68	O St (US-34)	120th Street to east county line	4 lanes + intersection improvements	State	\$29,000,000		0.6	1.4	1.1	1.1	1.5	2.8	1.1	0.9	0.9	122	39	68	2.3	124	38
52	A STREET	S. 98th St to 105th St	2 lanes + intersection improvements	Local	\$3,500,000		1.3	1.2	1.0	1.0	1.5	0.8	1.3	1.2	1.5	123	38	6	0.2	124	39
72	I-180	I-80 to US-6	Reconstruction + bridges	State	\$40,100,000		1.4	1.2	1.0	0.7	1.0	2.0	1.0	1.2	1.1	120	42	67	2.3	122	40

ROADWAY PROJECTS SCORING - By Rank

AVERAGE SCORES

TOTAL PROJECT COSTS: **\$1,115,800,000**
 NUMBER OF PROJECTS: **71**

Goal:

 Maintenance 18.3	 Mobility and System Reliability 17.6	 Livability and Travel Choice 14.1	 Safety and Security 15.5	 Economic Vitality 11.4	 Environmental Sustainability 11.4	 Funding and Cost Effectiveness 11.7	 Public Input 10
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Project ID	Street Name	Limits	Description	Agency	Project Cost (2016\$)	Weights:	Improve Condition	Improve Operations	Accommodate All modes	Address Safety	Add Value	Truck Route	Reduce Emissions	Protect Environ.	Benefit/Cost	Total Technical Score	Technical Rank	Public "Votes"	Public Input	Total Score	Rank
70	US 34	N79 to Malcolm Spur	4 lanes + intersection improvements	State	\$12,000,000		0.9	1.1	1.0	1.3	1.5	2.6	1.0	1.0	0.9	122	40	13	0.4	122	41
10	W. HOLDREGE St	NW 56th Street to NW 48th Street	2 lanes + intersection improvements	Local	\$3,100,000		0.8	1.1	1.4	1.0	1.4	1.4	1.3	1.1	1.8	120	41	14	0.5	120	42
12	NW 40TH St	W. Holdrege Street to W. Vine Street	2 lanes + intersection improvements	Local	\$3,500,000		0.8	1.4	1.0	0.7	1.6	1.0	1.3	1.3	1.9	120	43	11	0.4	120	43
9	W. HOLDREGE St	NW 48th Street to NW 40th Street	2 lanes + intersection improvements	Local	\$3,900,000		0.8	1.0	1.4	1.0	1.6	1.4	1.3	1.1	1.6	118	44	17	0.6	119	44
11	NW 40TH St	W. Vine Street to US-6, including I-80 Overpass	Overpass	Local	\$11,500,000		0.6	1.4	1.2	0.7	1.7	1.8	1.3	1.3	1.6	117	45	12	0.4	118	45
54	ADAMS St	N. 90th St to N. 98th St	2 lanes + intersection improvements	Local	\$4,200,000		1.5	0.8	1.2	0.8	1.3	0.8	1.2	1.2	1.5	117	46	9	0.3	117	46
53	W. FLETCHER Ave	NW 31st St to NW 27th St	2 lanes + intersection improvements	Local	\$3,200,000		0.4	0.9	1.8	1.0	1.6	0.8	1.3	1.3	1.6	116	47	13	0.4	116	47
63	S. 84TH St	Yankee Hill Rd to Rokeby Rd	4 lanes + intersection improvements	Local	\$10,500,000		1.1	1.1	1.2	0.9	1.5	0.6	1.0	1.2	1.3	115	48	11	0.4	116	48
4	W. ADAMS St	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	Local	\$7,000,000		0.9	1.0	1.2	1.0	1.4	0.8	1.2	1.1	1.6	114	49	6	0.2	114	49
55	S. 98TH St	US 34 (O St) to A St	4 lanes + intersection improvements	Local	\$10,500,000		0.6	1.2	1.4	1.0	1.5	1.0	1.1	1.3	1.3	113	50	31	1.1	114	50
8	W. VAN DORN St	SW 40th Street to Coddington Avenue	2 lanes + intersection improvements	Local	\$10,500,000		0.7	1.1	1.0	1.5	1.2	0.8	1.2	1.0	1.3	111	51	32	1.1	112	51
20	ROKEBY Rd	S. 27th Street to S. 40th Street	2 lanes + intersection improvements	Local	\$7,000,000		0.9	0.8	1.0	1.0	1.6	0.8	1.2	1.2	1.6	111	52	22	0.8	112	52
3	W. SUPERIOR St	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	Local	\$7,400,000		0.9	1.0	1.2	1.0	1.4	0.8	1.2	1.0	1.2	109	53	11	0.4	109	53
6	NW 38TH St	W. Adams Street to W. Holdrege Street	2 lanes + intersection improvements	Local	\$6,000,000		0.9	1.0	1.0	0.8	1.5	0.8	1.2	0.8	1.4	105	54	15	0.5	106	54
62	S. 70TH St	Rokeby Rd to Saltillo Rd	4 lanes + intersection improvements	Local	\$10,500,000		1.5	0.8	1.0	0.8	1.0	0.6	1.0	1.1	1.1	104	55	8	0.3	105	55
47	N. 98TH St	Holdrege St to O St	Additional 2 lanes	Local	\$5,400,000		0.5	1.2	1.4	0.6	1.3	1.0	1.0	1.2	1.4	103	56	19	0.6	104	56
45	S. 98TH St	A Street to Pioneers Boulevard	4 lanes + intersection improvements	Local	\$21,000,000		0.7	1.2	1.2	0.8	1.4	0.8	1.1	1.0	0.9	102	57	34	1.2	103	57
7	NW 70TH St	W. Superior Street to W. Adams Street	2 lanes + intersection improvements	Local	\$7,000,000		0.9	1.0	0.8	0.8	1.0	0.8	1.2	1.0	1.6	100	58	8	0.3	101	58
66	W. ALVO Rd	NW 27th Street to Tallgrass	2 lanes + intersection improvements	Local	\$8,400,000		0.8	0.8	1.2	0.8	1.4	0.8	1.2	0.8	1.2	99	59	20	0.7	100	59
43	N. 98TH St	Adams Street to Holdrege Street	2 lanes + intersection improvements	Local	\$8,000,000		0.5	1.0	1.2	0.6	1.3	0.8	1.2	1.2	1.3	97	61	25	0.9	98	60
46	S. 112TH St	US-34 to Van Dorn Street	2 lanes + intersection improvements	Local	\$14,000,000		0.6	0.8	1.0	0.8	0.9	1.8	0.9	0.8	1.3	97	60	9	0.3	97	61
48	N. 112TH St	Holdrege Street to US-34	2 lanes + intersection improvements	Local	\$9,100,000		0.6	0.8	1.0	0.6	1.1	1.8	0.9	1.0	1.4	96	62	9	0.3	96	62
29	ROKEBY Rd	S. 70th Street to S. 84th Street	2 lanes + intersection improvements	Local	\$7,400,000		0.4	1.0	1.2	0.6	1.3	0.8	1.2	1.2	1.4	96	63	9	0.3	96	63
15	NW 56TH St	W. Cummings Street to W. Superior Street	2 lanes + intersection improvements	Local	\$3,200,000		0.5	1.0	1.4	0.4	1.2	0.8	1.2	1.0	1.4	95	64	4	0.1	95	64
28	ROKEBY Rd	S. 48th Street to S. 56th Street	2 lanes + intersection improvements	Local	\$7,000,000		0.4	1.0	1.2	0.6	1.2	0.8	1.2	1.0	1.5	95	65	15	0.5	95	65
60	ROKEBY Rd	S. 40th St to S. 48th St	2 lanes + intersection improvements	Local	\$3,500,000		0.4	1.0	1.4	0.4	1.2	0.6	1.2	1.1	1.4	94	66	5	0.2	94	66
65	ROKEBY Rd	84th St to 98th St	2 lanes + intersection improvements	Local	\$7,000,000		0.6	0.8	1.0	0.8	1.1	0.6	1.0	1.0	1.3	91	67	3	0.1	91	67
73	US 34	US 34 and Fletcher Ave	New interchange	State	\$25,000,000		0.0	1.5	0.0	1.0	1.0	2.0	1.5	2.0	0.5	91	68		0.0	91	68
22	DENTON Rd	Amaranth Ln to S. Folsom St	2 additional lanes	Local	\$4,000,000		0.5	0.8	0.8	0.6	1.3	0.8	1.2	1.3	1.1	86	69	13	0.4	86	69
16	W. CUMINGS St	NW 56th Street to NW 52nd Street	2 lanes + intersection improvements	Local	\$1,800,000		0.5	0.8	0.8	0.4	1.0	0.8	1.2	1.1	1.7	85	70	5	0.2	85	70
64	S. 84TH St	Rokeby Rd to Saltillo Rd	4 lanes + intersection improvements	Local	\$10,500,000		0.5	0.8	1.0	0.8	0.9	0.6	1.0	1.1	1.1	85	71	4	0.1	85	71

TRAIL PROJECTS SCORING - By Project ID

AVERAGE SCORES

TOTAL PROJECT COSTS:

\$40,465,000.00

NUMBER OF PROJECTS:

47

Goal:

Weights:

 Maintenance 14.8	 Mobility and System Reliability 21.2	 Livability and Travel Choice 19	 Safety and Security 15.9	 Economic Vitality 7.7	 Environmental Sustainability 12.2	 Funding and Cost Effectiveness 9.2	 Public Input 10
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Project ID	Trail Name	Limits	Project Cost (2016\$)	Improve Condition	Complete a gap	Encourage alt modes	Address Safety	Add Value	Protect Environment	Benefit/Cost	Total Technical Score	Technical Rank	Public "Votes"	Public Input	Total Score	Rank	FINAL RANK
T-03	Woodlands	Jensen Park to Rokeby Rd	\$470,000	0.8	1.5	1.3	1.4	1.3	1.6	1.8	134	42	20	1.9	136	42	17
T-04	Woodlands	Rokeby Rd to 70th St to Yankee Hill Rd	\$900,000	0.8	1.8	1.5	1.6	1.5	1.6	1.5	148	35	26	2.4	150	36	COMMITTED
T-07	Landmark Fletcher	33rd St & Superior St to 14th St	\$600,000	0.8	2.0	2.4	1.8	1.9	1.5	1.9	176	18	73	6.8	183	15	5
T-08	Rock Island Connection	Viaduct over BNSF to Jamaica	\$900,000	0.8	2.6	0.8	2.8	1.1	2.1	1.3	171	21	84	7.9	179	20	COMMITTED
T-09	Wilderness Hills	Yankee Hill Rd to Rokeby Rd	\$1,150,000	0.8	1.8	1.1	1.3	1.5	1.4	1.3	129	43	41	3.8	133	44	COMMITTED
T-11	Waterford	84th to Stevens Creek	\$850,000	0.8	1.5	1.5	1.0	1.8	1.6	1.6	136	41	32	3.0	139	41	COMMITTED
T-12	Stevens Creek	Murdock trail to Mo Pac trail	\$2,300,000	1.0	2.0	1.2	1.3	1.7	1.5	1.7	147	36	63	5.9	153	35	21
T-13	Cardwell Branch Trail	Hwy 77 to Prairie Creek	\$700,000	1.0	1.7	1.5	1.3	1.7	2.0	2.3	159	32	16	1.5	160	32	24
T-14	Air Park Connector - Fletcher Ave	NW 27th St to NW 31st St	\$90,000	0.8	1.9	2.4	1.5	2.4	2.0	2.1	182	14	62	5.8	188	14	ROAD PROJ - ILLUST
T-15	W. Holdrege Street Trail	NW 48th St to NW 56th St	\$140,000	0.8	2.1	2.0	1.3	2.0	2.0	2.0	172	19	10	0.9	173	23	ROAD PROJ - FC
T-16	N. 48th St Trail	Murdock Trail to Superior St	\$170,000	0.8	2.5	2.1	2.6	2.1	2.3	3.0	218	6	35	3.3	221	4	ROAD PROJ - FC
T-18	N. 33rd St and Adams Trails	Murdock Trail to Cornhusker Hwy	\$200,000	0.8	2.8	2.1	2.4	2.1	1.1	2.8	203	8	60	5.6	209	8	ROAD PROJ - FC
T-19	10th Street Trail	Van Dorn St to 17th St/Burnam St	\$300,000	1.3	2.8	2.3	2.3	2.3	2.4	2.8	227	3	95	8.9	236	3	1
T-20	Deadmans Run Trail	48th St to Mo Pac Trail	\$410,000	0.8	2.3	2.1	1.3	1.6	1.6	2.1	171	20	107	10.0	181	18	8
T-21	East Campus Trail	Leighton St to Holdrege St	\$150,000	0.8	2.3	2.0	1.9	1.6	2.4	2.1	188	13	81	7.6	195	13	3
T-23	27th St Connector	Rokeby Rd to South Beltway	\$460,000	1.0	2.2	1.5	1.2	1.7	2.0	2.0	163	25	18	1.7	165	26	13
T-24	56th Connector	Rokeby Rd to South Beltway	\$1,200,000	1.0	2.2	1.5	1.2	1.7	2.0	1.5	159	31	19	1.8	161	30	14
T-25	84th Connector	Rokeby Rd to South Beltway	\$450,000	1.0	2.2	1.5	1.2	1.7	2.0	2.0	163	25	25	2.3	166	25	22
T-26	South Beltway Trail - Phase I	27th St to 56th St	\$1,500,000	1.0	2.0	1.5	2.0	2.3	1.7	1.2	167	24	94	8.8	175	21	15
T-27	Greenway Corridor Trail/Haines Branch - Phase	SW 56th St to Saltillo Rd	\$3,000,000	1.0	2.0	1.0	1.3	1.7	2.0	1.8	152	34	69	6.4	158	34	COMMITTED
T-28	NW 56th	W. Adams to NW 56th to W. Superior	\$550,000	0.8	2.0	1.9	1.9	1.9	2.0	2.3	178	17	12	1.1	180	19	16
T-29	South Street	SW 27th to Jamaica	\$730,000	1.3	2.0	2.4	1.4	1.8	1.6	2.0	180	15	35	3.3	183	16	6
T-30	O Street	SW 40th St to SW 48th St	\$240,000	0.8	2.1	1.9	1.6	2.0	2.0	2.4	179	16	20	1.9	181	17	7
T-31	A Street Connectors	SW 40th - A Street to F St and SW 27th - Shane Dr to A	\$90,000	0.8	1.8	1.9	1.4	1.5	2.0	2.0	160	29	17	1.6	162	29	4
T-33	Stevens Creek	Murdock trail to Hwy 6	\$610,000	1.0	2.0	1.5	1.3	2.0	1.7	2.0	161	27	35	3.3	164	27	27
T-34	N. 48th St/Bike Park Trail	Superior St to N. 56th St	\$680,000	0.8	2.3	1.9	1.4	1.5	1.4	1.6	160	30	30	2.8	162	28	18
T-35	N. 1st St	N. 1st St crossing of Hwy 34	\$400,000	0.8	2.1	1.9	2.4	2.0	2.3	1.9	190	12	64	6.0	196	12	2
T-36	NW 12th St	NW 10th St to crossing of Hwy 34 to Aster	\$850,000	0.8	2.3	1.9	2.3	2.0	2.0	2.3	191	11	62	5.8	196	11	ROAD PROJ - ILLUST
T-37	Rock Island	Grade separated crossing of Old Cheney	\$1,200,000	0.9	1.0	1.3	2.5	0.8	2.1	1.4	142	37	64	6.0	148	37	28
T-38	Tierra Williamsburg	Grade separated crossing of Old Cheney	\$1,200,000	0.9	1.0	1.3	2.5	0.8	1.6	1.4	136	40	63	5.9	142	39	30
T-39	10th Street	Grade separated crossing	\$2,000,000	1.4	1.3	1.8	2.5	1.3	1.9	1.8	168	23	58	5.4	174	22	25
T-40	Hwy 2 & Yankee Hill	Grade separated crossing	\$2,000,000	0.9	1.1	1.6	2.5	1.3	1.9	1.8	156	33	35	3.3	159	33	26
T-41	Mo Pac Trail	Grade separated crossing of 112th	\$1,100,000	0.9	0.9	1.3	2.3	0.8	1.9	1.0	129	44	55	5.1	134	43	32
T-42	Mo Pac Trail	Grade separated crossing of 84th	\$1,500,000	0.9	0.9	1.4	2.5	0.8	1.9	1.5	140	39	79	7.4	147	38	29
T-43	Yankee Hill Rd	S. 56th St to S. 70th St	\$310,000	1.0	3.0	2.0	2.0	2.0	3.0	2.0	219	4	0.0	0.0	219	5	ROAD PROJ - ILLUST
T-44	14th & Yankee Hill Connector (w/RTSD proj)	S. 14th St - South LPS Property Line to Yankee Hill	\$320,000	1.0	3.0	2.0	3.0	2.0	3.0	3.0	244	2	0.0	0.0	244	2	12
T-45	Landmark Fletcher	Fletcher Ave from N. 27th St to N. 14th St	\$950,000	1.0	2.0	2.0	2.0	2.0	3.0	2.0	197	10	0.0	0.0	197	10	COMMITTED
T-46	Prairie Village Trail	84th St. to Stevens Creek, South of Adams	\$450,000	1.0	2.0	2.0	1.0	2.0	2.0	2.0	169	22	0.0	0.0	169	24	9
T-47	Van Dorn Trail	84th and Van Dorn to 106th and MoPac Trail	\$725,000	1.0	2.0	2.0	1.0	2.0	2.0	1.0	160	28	0.0	0.0	160	31	10
T-48	Air Park Connector - Phase I	NW 12th to Fletcher to NW 27th	\$530,000	1.0	3.0	3.0	3.0	3.0	2.0	3.0	258	1	0.0	0.0	258	1	19
T-49	Air Park Connector - Phase II	NW 48th to NW 31st	\$550,000	1.0	3.0	3.0	1.0	3.0	2.0	2.0	217	7	0.0	0.0	217	7	20
T-50	Greenway Corridor Trail/Haines Branch - Phase	SW 56th to Saltillo Rd	\$1,000,000	1.0	2.0	1.0	1.0	2.0	2.0	1.0	141	38	0.0	0.0	141	40	11
T-51	South Beltway Trail - Phase II	56th to 84th	\$2,500,000	1.0	2.0	1.0	0.0	2.0	2.0	1.0	125	45	0.0	0.0	125	45	23
T-52	South Beltway Trail - Phase III	84th to Hwy 2	\$3,500,000	1.0	2.0	1.0	0.0	2.0	2.0	1.0	125	45	0.0	0.0	125	45	31
T-53	NW 56th Street Trail	W Holdrege to W Partridge	\$80,000	1.0	3.0	2.0	1.0	2.0	3.0	2.0	203	9	0.0	0.0	203	9	ROAD PROJ - FC
T-54	Jamaica North -Arena Connector Trail	J Street to N Street	\$150,000														COMMITTED
T-55	Yankee Hill Rd	40th St to 56th St	\$310,000	1.0	3.0	2.0	2.0	2.0	3.0	2.0	219	4	0.0	0.0	219	5	ROAD PROJ - FC

TRAIL PROJECTS SCORING - By Rank

AVERAGE SCORES

TOTAL PROJECT COSTS:

\$40,465,000.00

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47

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Project ID	Trail Name	Limits	Project Cost (2016\$)	Improve Condition	Complete a gap	Encourage alt modes	Address Safety	Add Value	Protect Environment	Benefit/Cost	Total Technical Score	Technical Rank	Public "Votes"	Public Input	Total Score	Rank	FINAL RANK
T-08	Rock Island Connection	Viaduct over BNSF to Jamaica	\$900,000	0.8	2.6	0.8	2.8	1.1	2.1	1.3	171	21	84	7.9	179	20	COMMITTED
T-27	Greenway Corridor Trail/Haines Branch - Phase	SW 56th St to Saltillo Rd	\$3,000,000	1.0	2.0	1.0	1.3	1.7	2.0	1.8	152	34	69	6.4	158	34	COMMITTED
T-04	Woodlands	Rokeby Rd to 70th St to Yankee Hill Rd	\$900,000	0.8	1.8	1.5	1.6	1.5	1.6	1.5	148	35	26	2.4	150	36	COMMITTED
T-11	Waterford	84th to Stevens Creek	\$850,000	0.8	1.5	1.5	1.0	1.8	1.6	1.6	136	41	32	3.0	139	41	COMMITTED
T-09	Wilderness Hills	Yankee Hill Rd to Rokeby Rd	\$1,150,000	0.8	1.8	1.1	1.3	1.5	1.4	1.3	129	43	41	3.8	133	44	COMMITTED
T-45	Landmark Fletcher	Fletcher Ave from N. 27th St to N. 14th St	\$950,000	1.0	2.0	2.0	2.0	2.0	3.0	2.0	197	10		0.0	197	10	COMMITTED
T-54	Jamaica North -Arena Connector Trail	J Street to N Street	\$150,000														COMMITTED
T-16	N. 48th St Trail	Murdock Trail to Superior St	\$170,000	0.8	2.5	2.1	2.6	2.1	2.3	3.0	218	6	35	3.3	221	4	ROAD PROJ - FC
T-18	N. 33rd St and Adams Trails	Murdock Trail to Cornhusker Hwy	\$200,000	0.8	2.8	2.1	2.4	2.1	1.1	2.8	203	8	60	5.6	209	8	ROAD PROJ - FC
T-15	W. Holdrege Street Trail	NW 48th St to NW 56th St	\$140,000	0.8	2.1	2.0	1.3	2.0	2.0	2.0	172	19	10	0.9	173	23	ROAD PROJ - FC
T-53	NW 56th Street Trail	W Holdrege to W Partridge	\$80,000	1.0	3.0	2.0	1.0	2.0	3.0	2.0	203	9		0.0	203	9	ROAD PROJ - FC
T-55	Yankee Hill Rd	40th St to 56th St	\$310,000	1.0	3.0	2.0	2.0	2.0	3.0	2.0	219	4		0.0	219	5	ROAD PROJ - FC
T-19	10th Street Trail	Van Dorn St to 17th St/Burnam St	\$300,000	1.3	2.8	2.3	2.3	2.3	2.4	2.8	227	3	95	8.9	236	3	1
T-35	N. 1st St	N. 1st St crossing of Hwy 34	\$400,000	0.8	2.1	1.9	2.4	2.0	2.3	1.9	190	12	64	6.0	196	12	2
T-21	East Campus Trail	Leighton St to Holdrege St	\$150,000	0.8	2.3	2.0	1.9	1.6	2.4	2.1	188	13	81	7.6	195	13	3
T-31	A Street Connectors	SW 40th - A Street to F St and SW 27th - Shane Dr to A	\$90,000	0.8	1.8	1.9	1.4	1.5	2.0	2.0	160	29	17	1.6	162	29	4
T-07	Landmark Fletcher	33rd St & Superior St to 14th St	\$600,000	0.8	2.0	2.4	1.8	1.9	1.5	1.9	176	18	73	6.8	183	15	5
T-29	South Street	SW 27th to Jamaica	\$730,000	1.3	2.0	2.4	1.4	1.8	1.6	2.0	180	15	35	3.3	183	16	6
T-30	O Street	SW 40th St to SW 48th St	\$240,000	0.8	2.1	1.9	1.6	2.0	2.0	2.4	179	16	20	1.9	181	17	7
T-20	Deadmans Run Trail	48th St to Mo Pac Trail	\$410,000	0.8	2.3	2.1	1.3	1.6	1.6	2.1	171	20	107	10.0	181	18	8
T-46	Prairie Village Trail	84th St. to Stevens Creek, South of Adams	\$450,000	1.0	2.0	2.0	1.0	2.0	2.0	2.0	169	22		0.0	169	24	9
T-47	Van Dorn Trail	84th and Van Dorn to 106th and MoPac Trail	\$725,000	1.0	2.0	2.0	1.0	2.0	2.0	1.0	160	28		0.0	160	31	10
T-50	Greenway Corridor Trail/Haines Branch - Phase	SW 56th to Saltillo Rd	\$1,000,000	1.0	2.0	1.0	1.0	2.0	2.0	1.0	141	38		0.0	141	40	11
T-44	14th & Yankee Hill Connector (w/RTSD proj)	S. 14th St - South LPS Property Line to Yankee Hill	\$320,000	1.0	3.0	2.0	3.0	2.0	3.0	3.0	244	2		0.0	244	2	12
T-23	27th St Connector	Rokeby Rd to South Beltway	\$460,000	1.0	2.2	1.5	1.2	1.7	2.0	2.0	163	25	18	1.7	165	26	13
T-24	56th Connector	Rokeby Rd to South Beltway	\$1,200,000	1.0	2.2	1.5	1.2	1.7	2.0	1.5	159	31	19	1.8	161	30	14
T-26	South Beltway Trail - Phase I	27th St to 56th St	\$1,500,000	1.0	2.0	1.5	2.0	2.3	1.7	1.2	167	24	94	8.8	175	21	15
T-28	NW 56th	W. Adams to NW 56th to W. Superior	\$550,000	0.8	2.0	1.9	1.9	1.9	2.0	2.3	178	17	12	1.1	180	19	16
T-03	Woodlands	Jensen Park to Rokeby Rd	\$470,000	0.8	1.5	1.3	1.4	1.3	1.6	1.8	134	42	20	1.9	136	42	17
T-34	N. 48th St/Bike Park Trail	Superior St to N. 56th St	\$680,000	0.8	2.3	1.9	1.4	1.5	1.4	1.6	160	30	30	2.8	162	28	18
T-48	Air Park Connector - Phase I	NW 12th to Fletcher to NW 27th	\$530,000	1.0	3.0	3.0	3.0	3.0	2.0	3.0	258	1		0.0	258	1	19
T-49	Air Park Connector - Phase II	NW 48th to NW 31st	\$550,000	1.0	3.0	3.0	1.0	3.0	2.0	2.0	217	7		0.0	217	7	20
T-12	Stevens Creek	Murdock trail to Mo Pac trail	\$2,300,000	1.0	2.0	1.2	1.3	1.7	1.5	1.7	147	36	63	5.9	153	35	21
T-25	84th Connector	Rokeby Rd to South Beltway	\$450,000	1.0	2.2	1.5	1.2	1.7	2.0	2.0	163	25	25	2.3	166	25	22
T-51	South Beltway Trail - Phase II	56th to 84th	\$2,500,000	1.0	2.0	1.0	0.0	2.0	2.0	1.0	125	45		0.0	125	45	23
T-13	Cardwell Branch Trail	Hwy 77 to Prairie Creek	\$700,000	1.0	1.7	1.5	1.3	1.7	2.0	2.3	159	32	16	1.5	160	32	24
T-39	10th Street	Grade separated crossing	\$2,000,000	1.4	1.3	1.8	2.5	1.3	1.9	1.8	168	23	58	5.4	174	22	25
T-40	Hwy 2 & Yankee Hill	Grade separated crossing	\$2,000,000	0.9	1.1	1.6	2.5	1.3	1.9	1.8	156	33	35	3.3	159	33	26
T-33	Stevens Creek	Murdock trail to Hwy 6	\$610,000	1.0	2.0	1.5	1.3	2.0	1.7	2.0	161	27	35	3.3	164	27	27
T-37	Rock Island	Grade separated crossing of Old Cheney	\$1,200,000	0.9	1.0	1.3	2.5	0.8	2.1	1.4	142	37	64	6.0	148	37	28
T-42	Mo Pac Trail	Grade separated crossing of 84th	\$1,500,000	0.9	0.9	1.4	2.5	0.8	1.9	1.5	140	39	79	7.4	147	38	29
T-38	Tierra Williamsburg	Grade separated crossing of Old Cheney	\$1,200,000	0.9	1.0	1.3	2.5	0.8	1.6	1.4	136	40	63	5.9	142	39	30
T-52	South Beltway Trail - Phase III	84th to Hwy 2	\$3,500,000	1.0	2.0	1.0	0.0	2.0	2.0	1.0	125	45		0.0	125	45	31
T-41	Mo Pac Trail	Grade separated crossing of 112th	\$1,100,000	0.9	0.9	1.3	2.3	0.8	1.9	1.0	129	44	55	5.1	134	43	32
T-36	NW 12th St	NW 10th St to crossing of Hwy 34 to Aster	\$850,000	0.8	2.3	1.9	2.3	2.0	2.0	2.3	191	11	62	5.8	196	11	ROAD PROJ - ILLUST
T-14	Air Park Connector - Fletcher Ave	NW 27th St to NW 31st St	\$90,000	0.8	1.9	2.4	1.5	2.4	2.0	2.1	182	14	62	5.8	188	14	ROAD PROJ - ILLUST
T-43	Yankee Hill Rd	S. 56th St to S. 70th St	\$310,000	1.0	3.0	2.0	2.0	2.0	3.0	2.0	219	4		0.0	219	5	ROAD PROJ - ILLUST

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