

## 4. Needs Based Plan

The current and future needs and candidate projects for Lincoln and Lancaster County's transportation system have been compiled from a variety of sources, including:

- Existing and future deficiencies, as documented in **Chapter 3**
- Current plans
  - Lincoln MPO Long Range Transportation Plan (2011)
  - Lincoln MPO Bicycle and Pedestrian Capital Plan (2013)
  - Lincoln Transit Development Plan (TDP) (2016)
  - NDOR's Statewide Transportation Improvement Program (STIP)
  - Railroad Transportation Safety District (RTSD) Capital Improvement Program
- LRTP committees
  - MPO Officials Committee
  - MPO Technical Committee
  - Oversight Planning Committee
  - Planning Commission
- 2040 Travel Demand Model
- Community input through focus group meetings, public meetings, and online surveys

The transportation needs cover all surface transportation modes: roadway, transit, bicycling, walking, and rail (specifically the railroad crossing needs). The current and future needs help to define a needs-based plan for the Lincoln MPO; that is, the transportation projects that could be constructed and programs that could be implemented to realize the transportation vision, if funding limitations were not a consideration.

## Roadway

### Roadway Capital Projects

More than \$1.1 billion (in 2016 dollars) in candidate roadway capital projects have been identified as shown on **Figure 27** and listed in **Table 9**. These capital projects include major widening projects, new/reconstructed interchange and major intersection projects, construction of the East Beltway, urban improvement projects (bringing rural roads to two lane urban standards), and other corridor improvements. These projects cumulatively would address the future congestion problems identified in **Chapter 3** and beyond.

### Intersection Capacity and Safety Projects

Whereas the roadway capital project list focuses on larger projects, much of current and future congestion occurs at intersections. Similarly, intersections are where most vehicular crashes occur. The City of Lincoln Public Works and Utilities Department regularly works to identify intersection improvements to address high-priority congestion and safety needs. An intersection improvement project could include additional right or left turn lanes, intersection geometric modifications, and signal modifications or roundabout construction. Costs for intersection improvements typically range from \$200,000 to \$2 million, depending on the scope of the improvements. Intersection capacity and safety improvements are an integral part of the region's ongoing Congestion Management Process.

### Two Plus Center Turn Lane Projects

For years, the City of Lincoln has been adding a center left turn lane as part of programmed street rehabilitation along two-lane minor arterials and some collectors. This program has been very successful—by increasing the capacity of a two-lane roadway by approximately 50 percent and minimizing traffic congestion while improving safety and preserving the character and viability of the established neighborhoods and other components of the built environment.

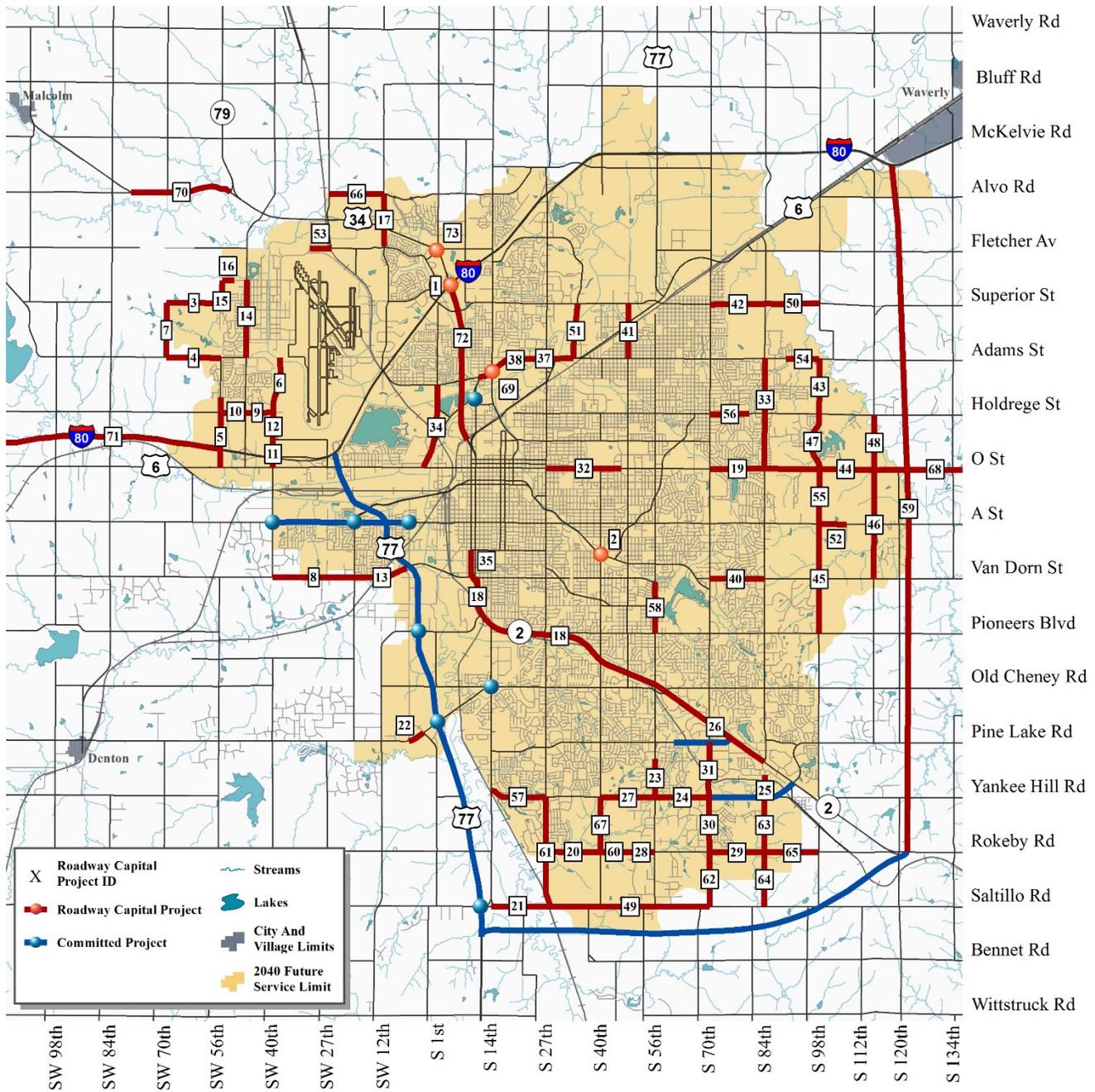


Figure 27. Candidate Roadway Capital Projects

**Table 9. Candidate Roadway Capital Projects**

Project ID	Street Name	Limits	Description	Lead Agency	Project Cost (2016\$)
1	I-80	I-80 and I-180	Major interchange work	State	\$41,000,000
2	S. 40th St	Normal Blvd and South St	Major intersection area work	Local	\$8,600,000
3	W. SUPERIOR St	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	Local	\$7,400,000
4	W. ADAMS St	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	Local	\$7,000,000
5	NW 56TH St	W. Partridge Lane to W. "O" Street	2 lanes + intersection improvements	Local	\$6,600,000
6	NW 38TH St	W. Adams Street to W. Holdrege Street	2 lanes + intersection improvements	Local	\$6,000,000
7	NW 70TH St	W. Superior Street to W. Adams Street	2 lanes + intersection improvements	Local	\$7,000,000
8	W. VAN DORN St	SW 40th Street to Coddington Avenue	2 lanes + intersection improvements	Local	\$10,500,000
9	W. HOLDREGE St	NW 48th Street to NW 40th Street	2 lanes + intersection improvements	Local	\$3,900,000
10	W. HOLDREGE St	NW 56th Street to NW 48th Street	2 lanes + intersection improvements	Local	\$3,100,000
11	NW 40TH St	W. Vine Street to US-6, including I-80 Overpass	Overpass	Local	\$11,500,000
12	NW 40TH St	W. Holdrege Street to W. Vine Street	2 lanes + intersection improvements	Local	\$3,500,000
13	W. VAN DORN St	Coddington Avenue to US-77	2 lanes + intersection improvements	Local	\$6,000,000
14	NW 48TH St	Adams Street to Cuming Street	2 lanes + intersection improvements	Local	\$10,300,000
15	NW 56TH St	W. Cuming Street to W. Superior Street	2 lanes + intersection improvements	Local	\$3,200,000
16	W. CUMING St	NW 56th Street to NW 52nd Street	2 lanes + intersection improvements	Local	\$1,800,000
17	NW 12TH St	W. Alvo Road to Fletcher Avenue, US 34 Overpass	2 lanes + int. impr. + overpass	Local	\$11,500,000
18	NEBRASKA HWY 2	Van Dorn Street to Old Cheney Road	6 lanes + intersection improvements	Local	\$15,900,000
19	O St (US-34)	Wedgewood Drive to 98th Street	6 lanes + intersection improvements	Local	\$28,000,000
20	ROKEBY Rd	S. 27th Street to S. 40th Street	2 lanes + intersection improvements	Local	\$7,000,000
21	SALTILLO Rd	S. 14th St to S. 27th St	2 lanes + intersection improvements	Local	\$8,200,000
22	DENTON Rd	Amaranth Ln to S. Folsom St	2 additional lanes	Local	\$4,000,000
23	S. 56TH St	Thompson Creek Boulevard to Yankee Hill Road	4 lanes + intersection improvements	Local	\$7,400,000
24	YANKEE HILL Rd	S. 56th Street to S. 70th Street	2 lanes + intersection improvements	Local	\$7,000,000
25	S. 84TH St	Amber Hill Road to Yankee Hill Road	4 lanes + intersection improvements	Local	\$4,300,000

Project ID	Street Name	Limits	Description	Lead Agency	Project Cost (2016\$)
26	NEBRASKA HWY 2	Old Cheney Road to S. 84th Street	6 lanes + intersection improvements	Local	\$30,100,000
27	YANKEE HILL Rd	S. 40th Street to S. 56th Street	2/4 lanes + intersection improvements	Local	\$10,200,000
28	ROKEBY Rd	S. 48th Street to S. 56th Street	2 lanes + intersection improvements	Local	\$7,000,000
29	ROKEBY Rd	S. 70th Street to S. 84th Street	2 lanes + intersection improvements	Local	\$7,400,000
30	S. 70TH St	Yankee Hill Rd to Rokeby Rd	2 lanes + intersection improvements	Local	\$4,800,000
31	S. 70TH St	Pine Lake Road to Yankee Hill Road	4 lanes + intersection improvements	Local	\$10,500,000
32	O St (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	6 lanes + intersection improvements	Local	\$27,300,000
33	N. 84TH St	O Street to Adams Street	6 lanes + intersection improvements	Local	\$28,500,000
34	US-6 (SUN VALLEY)	Corn. Hwy (US-6) to W. O St.(US-6)	4 lanes + turn lanes	State	\$16,000,000
35	S. 9TH St	Van Dorn St to South St	3 lanes + intersection improvements	Local	\$3,500,000
37	CORNHUSKER (US-6)	N. 20th Street to N. 33rd Street	6 lanes + intersection improvements	Local	\$16,800,000
38	CORNHUSKER (US-6)	N. 11th St to N. 20th St	6 lanes + intersection improvements	Local	\$18,200,000
40	VAN DORN St	S. 70th Street to S. 84th Street	4 lanes + intersection improvements	Local	\$10,200,000
41	N. 48TH St	Adams St to Superior St	4 lanes + intersection improvements	Local	\$12,400,000
42	HAVELOCK Ave	N. 70th Street to N. 84th Street	2 lanes + intersection improvements	Local	\$6,300,000
43	N. 98TH St	Adams Street to Holdrege Street	2 lanes + intersection improvements	Local	\$8,000,000
44	O St (US-34)	84th Street to 120th Street	4 lanes + intersection improvements	State	\$14,000,000
45	S. 98TH St	A Street to Pioneers Boulevard	4 lanes + intersection improvements	Local	\$21,000,000
46	S. 112TH St	US-34 to Van Dorn Street	2 lanes + intersection improvements	Local	\$14,000,000
47	N. 98TH St	Holdrege St to O St	Additional 2 lanes	Local	\$5,400,000
48	N. 112TH St	Holdrege Street to US-34	2 lanes + intersection improvements	Local	\$9,100,000
49	SALTILLO Rd	27th Street to 70th Street	2 lanes + intersection improvements	Local	\$21,000,000
50	HAVELOCK Ave	N. 84th St to N. 98th St	2 lanes + intersection improvements	Local	\$7,000,000
51	N. 33RD St	Cornhusker Hwy to Superior St	4 lanes + int. impr. & bridge	Local	\$15,000,000
52	A STREET	S. 98th St to 105th St	2 lanes + intersection improvements	Local	\$3,500,000
53	W. FLETCHER Ave	NW 31st St to NW 27th St	2 lanes + intersection improvements	Local	\$3,200,000

Project ID	Street Name	Limits	Description	Lead Agency	Project Cost (2016\$)
54	ADAMS St	N. 90th St to N. 98th St	2 lanes + intersection improvements	Local	\$4,200,000
55	S. 98TH St	US 34 (O St) to A St	4 lanes + intersection improvements	Local	\$10,500,000
56	HOLDREGE St	N. 70th St to N. 80th St	4 lanes + intersection improvements	Local	\$7,900,000
57	YANKEE HILL Rd	S. 14th St to S. 27th St	Additional 2 lanes	Local	\$4,000,000
58	S. 56TH St	Van Dorn St to Pioneers Blvd	4 lanes + intersection improvements	Local	\$10,500,000
59	EAST BELTWAY	Nebraska Hwy 2 to I-80	New 4 lane divided highway	Local	\$247,000,000
60	ROKEBY Rd	S. 40th St to S. 48th St	2 lanes + intersection improvements	Local	\$3,500,000
61	S. 27TH St	Yankee Hill Rd to Saltillo Rd	2 lane realignment + int. impr.	Local	\$14,000,000
62	S. 70TH St	Rokeby Rd to Saltillo Rd	4 lanes + intersection improvements	Local	\$10,500,000
63	S. 84TH St	Yankee Hill Rd to Rokeby Rd	4 lanes + intersection improvements	Local	\$10,500,000
64	S. 84TH St	Rokeby Rd to Saltillo Rd	4 lanes + intersection improvements	Local	\$10,500,000
65	ROKEBY Rd	84 <sup>th</sup> St to 98 <sup>th</sup> St	2 lanes + intersection improvements	Local	\$5,000,000
66	W. ALVO Rd	NW 27th Street to Tallgrass	2 lanes + intersection improvements	Local	\$8,400,000
67	S. 40th St	Yankee Hill Rd to Rokeby Rd	2/4 lanes + intersection improvements	Local	\$8,800,000
68	O St (US-34)	120th Street to east county line	4 lanes + intersection improvements	State	\$29,000,000
69	N. 14TH St	US-6 Cornhusker Highway	Interchange	Local	\$15,300,000
70	US 34	N79 to Malcolm Spur	4 lanes + intersection improvements	State	\$12,000,000
71	I-80	Pleasant Dale to NW 56th Street	6 lanes + bridges	State	\$76,000,000
72	I-180	I-80 to US-6	Reconstruction + bridges	State	\$40,100,000
73	US 34	US 34 and Fletcher Ave	New interchange	State	\$25,000,000



**Table 10** lists the remaining 14 miles of two plus center turn lane projects estimated to cost approximately \$45 million in 2016 dollars.

**Table 10. Two Plus Center Turn Lane Projects**

Street Name	Limits	Length (miles)	Project Cost (2016\$)
S. 40th Street	Pioneers Boulevard to Gertie Avenue	0.40	\$1,400,000
Adams Street	39th Street to 46th Street	0.50	\$1,750,000
Havelock Avenue	60th Street to 63rd Street	0.25	\$50,000
A Street	6th Street to 17th Street	0.85	\$2,975,000
A Street	17th Street to 27th Street	0.75	\$1,500,000
A Street	40th Street to 48th Street	0.44	\$1,540,000
Van Dorn Street	11th Street to 27th Street	1.25	\$2,500,000
Cotner Boulevard	48th Street to South Street	0.46	\$1,610,000
S. 40th Street	L Street to C Street	0.50	\$1,750,000
Fremont Street	48th Street to 70th Street	1.50	\$5,400,000
S. 33rd Street	South Street to High Street	0.72	\$1,440,000
Military Road	10th Street to 14th Street	0.16	\$1,120,000
S. Folsom Street	A Street to South Street	0.50	\$1,000,000
Leighton Avenue	48th Street to 70th Street	1.50	\$5,400,000
Y Street	17th Street to 27th Street	0.66	\$1,320,000
W. Adams Street	1st Street to 14th Street	0.90	\$1,800,000
W. South Street	Coddington Avenue to Park Boulevard	1.55	\$10,850,000
Calvert Street	48th Street to 56th Street	0.50	\$1,000,000
N. 40th Street	Cornhusker Highway to Superior Street	0.58	\$1,160,000

**Intelligent Transportation Systems (ITS) and Technology**

Green Light Lincoln will require many upgrades to, or complete replacement of, the existing traffic signal system and equipment. Key components include:

- New signal system management software and hardware
- New intersection detection systems
- New signal displays and signal phasing alternatives
- ITS deployment
- Corridor signal optimization (re-timing) program
- Traffic monitoring and incident management capability improvements



The continued deployment of Green Light Lincoln will result in vast improvements to the overall traffic signal system and several projects with high benefit/cost ratios. Benefits of this initiative are wide-reaching and include:

- Reduced travel times, delays, and stops
- Reduced vehicle emissions and pollutants
- Reduced fuel consumption and savings at the pump
- Reduced number and severity of crashes
- Smooth traffic flow and reduced driver frustration
- Delayed need for major street widening projects

Full implementation of the Green Light Lincoln program is estimated to cost approximately \$150 million through 2040.

### Operations and Maintenance

The City of Lincoln's street maintenance operations program includes a variety of services and functions, including street sweeping, snow removal, stormwater, mowing, crack sealing, and pothole repair. Continuation of the current operations and maintenance program is estimated to cost \$590 million through 2040.



### Rehabilitation

The City of Lincoln's rehabilitation program includes residential streets, arterials, bridges, and traffic signals. Past funding for the rehabilitation program has not kept up with the need. Roadway rehabilitation became an important topic as part of the 2011 LRTP and continued to be an important topic for this LRTP update. As described in **Chapter 5**, the City's target is to rehabilitate five percent of the arterial street system each year and three percent of the residential street system. That is, each arterial street would be rehabilitated once every 20 years, and each residential street would be rehabilitated once every 33 years. The costs associated with this goal will increase as the system ages, as the community grows and adds miles of streets to be maintained, and as construction costs increase over time.



### Railroad Crossing Improvements

While the railroad lines through Lincoln and Lancaster County are critically important to the local economy, many of the railroad crossings with the street network are at-grade resulting in safety problems and travel delays. The needs based plan for railroad crossings includes the addition of crossing gates and flashers at at-grade railroad crossings (approximately \$400,000 per crossing), railroad crossing surface upgrades (approximately \$40,000 every 20 years for each crossing), as well as grade separations, as listed in **Table 11**. **Figure 24** in **Chapter 3** shows the railroad subdivisions.

**Table 11. Railroad Grade Separated Crossing Project Needs**

Street Crossing	BNSF Subdivision	Daily Exposure (Vehicles x Trains)
Adams Street	Creston	708,500
N. 33rd Street	Creston	604,500
Old Cheney Rd.	St. Joseph	558,140
N. 70th Street	Creston	385,450
Saltillo Road	St. Joseph	341,291
South Street	St. Joseph	215,000
Pioneers Blvd.	St. Joseph	136,310
S. 14th Street	St. Joseph	102,942
N. 44th Street	Creston	97,500
Hickman Rd.	St. Joseph	91,805
W. A Street	Hastings	91,000
N. 148th Street	Creston	87,750

**Rural Roads**

Close coordination between the Lancaster County Engineer’s Office and MPO staff occurred during the development of the LRTP update to identify a needs based rural roads program. The rural roads program includes two basic project types:

1. Rehabilitation and two lane widening projects
2. Paving gravel roads

Rehabilitation and two-lane widening projects involve repairing or rebuilding currently paved roadways and, in some cases, widening these roads to include wider lanes and paved shoulders.

**Figure 28** shows the rural roads project needs.

In March 2006, the City of Lincoln and Lancaster County entered into an Interlocal Agreement to establish public street ROW and construction standards to be applied to the repair, maintenance, and construction of streets located within the 3-mile zoning jurisdiction of the City. The purpose of

this agreement was to provide mutually beneficial guidelines for a more useful life of the public investments in the county roads while accommodating future growth with *rural to urban transition street (RUTS)* standards. The design and construction standards generally specify that rural principal arterial, rural minor arterial, rural major collector, and rural minor collector in the Lincoln – Lancaster County Comprehensive Plan be graded to future ultimate width, paved with an alignment shifted to one side of the centerline to accommodate two lanes of rural paving with urban culverts. This was to allow the addition of two urban lanes in the future without the need to close the roadway and detour traffic.

In May 2008, the Mayor’s Road Design Standards Technical Task Force, a group consisting of City staff, developers, attorneys, and private engineers, reviewed the rural roads within the 3-mile area and, applying the RUTS standards, developed recommendations for one of four treatments on each roadway segment based on the future (2030) traffic forecasts. The intent was to further stretch public and private funds and to get as many roads surfaced as possible.

Ideas on the best method for making the transition from rural to urban sections continue to evolve as traffic needs and intersection design (roundabouts) change. The City of Lincoln Public Works and Utilities Department and Lancaster County Engineer’s Office are currently reviewing the RUTS standards to evaluate whether there are adjustments that should be made to transition from rural to urban more efficiently.

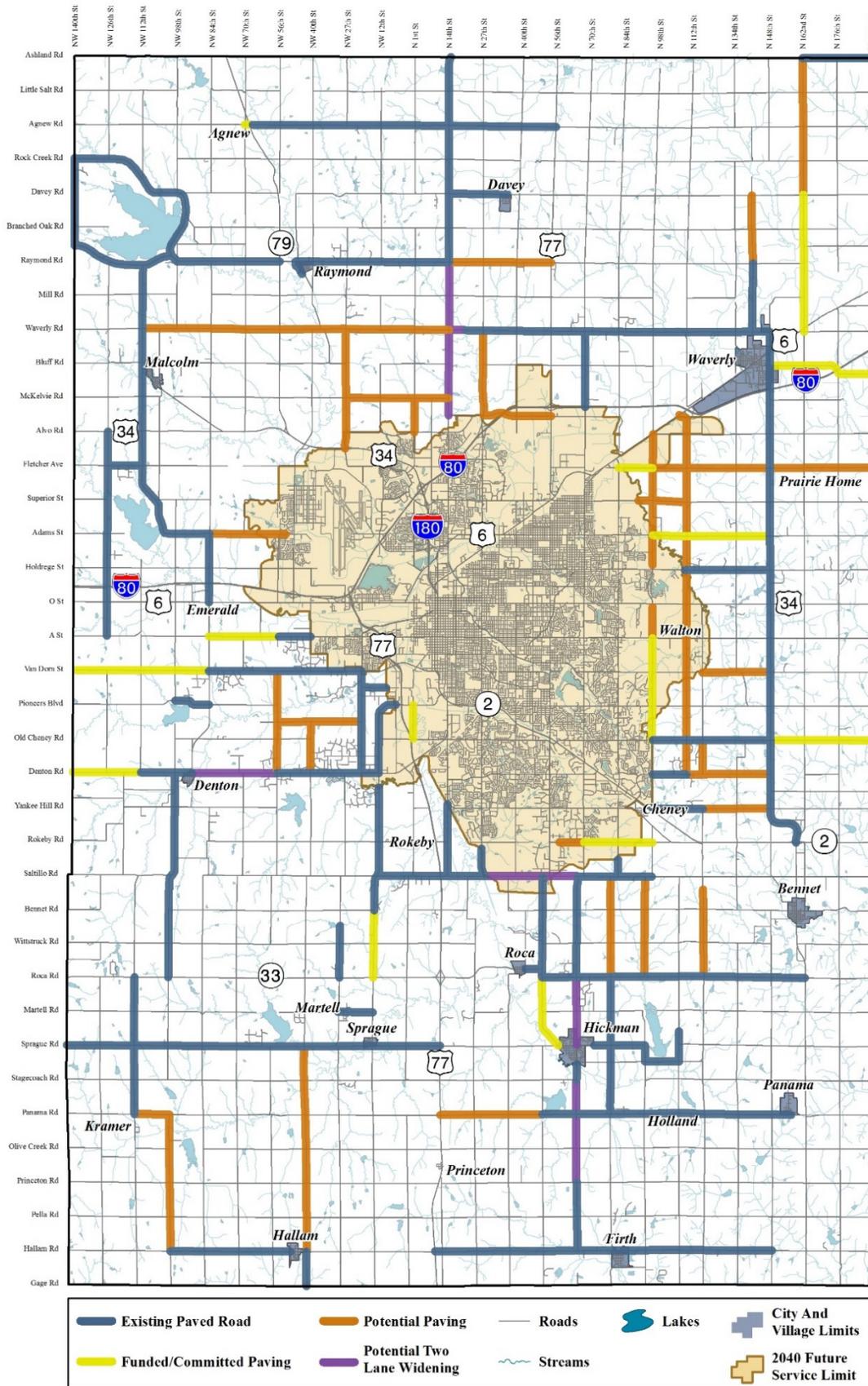


Figure 28. Rural Roads Project Needs

## Bicycle and Pedestrian

The Bicycle and Pedestrian Capital Plan identifies a proposed network that has been updated as part of the LRTP update process, as shown on **Figure 29**. As a part of the LRTP development process, specific trail projects were identified, as listed in **Table 12**. The 45 candidate trail projects identified in this table total approximately \$40 million in 2016 dollars.

The community has expressed a desire to continue expanding the network of on-street bike facilities to complement the trail system. Further study of the complete on-street bike network in Lincoln is needed and should include various facility types, depending on street context, such as cycle tracks, striped bike lanes, and signed bike routes (shared lanes).

The Bicycle Plan proposes a ½ to 1-mile grid to serve the City and its destinations. With the potential completion of 208 additional miles of facilities, the total miles of bicycle facilities will be approximately 441, or an increase of 90 percent. The future on-street bike facilities identified on **Figure 29** are anticipated to be implemented, to the extent possible, through the existing street improvement programs. Further study of these on-street facilities will be needed, as well as consideration of how they can be cost-effectively incorporated at the time of routine street maintenance.

The Pedestrian Plan highlights some policies that should remain in place to support pedestrian facilities. For example, sidewalks should not be placed adjacent to the curb but separated by a landscaped parkway consistent with the City's Design Standards for street trees, parking screening, and landscaping. This policy, in conjunction with others, will benefit the pedestrian environment.

The Pedestrian Plan also identifies improvements to be made, such as completing missing gaps, increasing amenities at and around transit stops, and other projects like mid-block crossing improvements, pedestrian countdown signal heads, and a wayfinding system.

A popular method for expanding the trails system has been to use rail corridors that are no longer operational. Two rail corridors within the City would provide trail expansion opportunities if these rail lines are ever abandoned:

- Highway 2 and Beal Slough running south and east
- Rail line running from the rail yard west of Haymarket to the north and west around the airport property

The Bicycle and Pedestrian Capital Plan should be updated and advanced in the near future.

## Transit

The TDP divides service recommendations into two categories:

- A cost-constrained preferred alternative, which includes recommendations for restructuring the system
- Five new phases of recommended service expansions

The cost-constrained preferred alternative is projected to increase ridership on StarTran by between 5 and 10 percent within 2 years of implementation. The preferred alternative (refer to **Figure 23** in **Chapter 3**) will be implemented in October 2016.

Specific service recommendations include:

- Later evening service on most routes to improve access to jobs and education
- Midday frequency improvements on high ridership corridors
- Improved route directness to reduce customer travel time
- Frequent service (15 to 30 minute combined headways) to high-ridership neighborhoods between downtown and G Street, as well as between downtown and Vine/27th Street

- Service extension to the fast-growing Yankee Hill and 84th Street corridors
- New crosstown connections to improve trip directness and reduce transfers
- Consolidation or elimination of service in unproductive areas
- New commuter bus service from southeast Lincoln to downtown

The TDP recommended service expansions (in addition to the preferred alternative recommendations described above) represent the needs based transit plan and include:

- Sunday service on all routes (excluding UNL routes and StarShuttle)
- Improved headway on key routes
- Four additional transit vehicles
- Express bus service between southeast Lincoln and downtown Lincoln/UNL

The cost to implement and operate the transit needs based plan is estimated to be \$520 million over the 24-year time horizon of the LRTP (2017–2040).

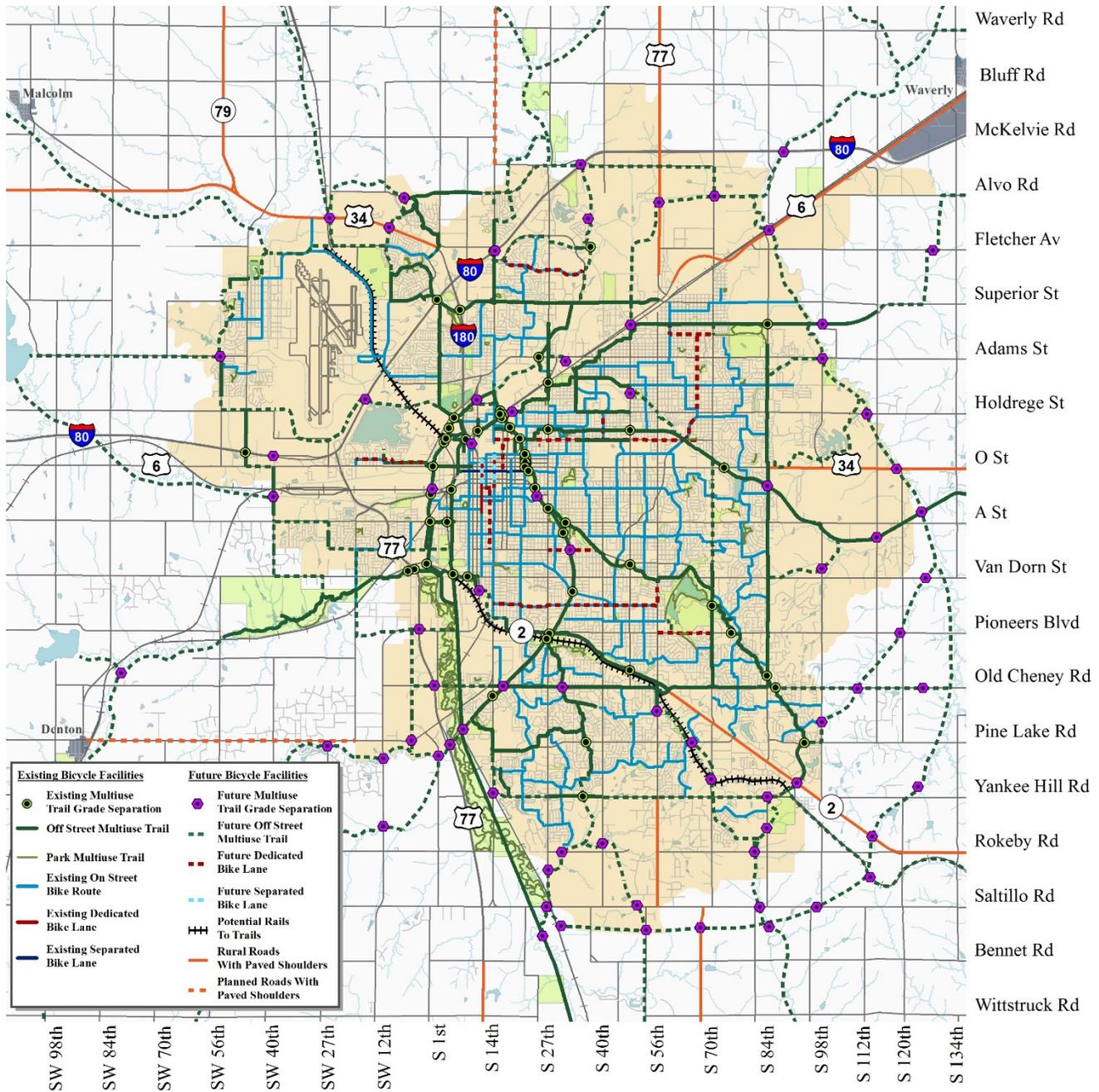


Figure 29. Existing and Proposed Bicycle Facilities

**Table 12. Candidate Trail Projects**

Project ID	Trail Name	Limits	Project Cost (2016\$)
T-03	Woodlands	Jensen Park to Rokeby Rd	\$470,000
T-04	Woodlands	Rokeby Rd to 70th St to Yankee Hill Rd	\$900,000
T-07	Landmark Fletcher	33rd St & Superior St to 27th St	\$600,000
T-08	Rock Island Connection	Viaduct over BNSF to Jamaica	\$900,000
T-09	Wilderness Hills	Yankee Hill Rd to Rokeby Rd	\$1,150,000
T-11	Waterford	84th to Stevens Creek	\$850,000
T-12	Stevens Creek	Murdock Trail to Mo Pac Trail	\$2,300,000
T-13	Cardwell Branch Trail	Hwy 77 to Prairie Creek	\$700,000
T-14	Air Park Connector - Fletcher Ave	NW 27th St to NW 31st St	\$90,000
T-15	W. Holdrege Street Trail	NW 48th St to NW 56th St	\$140,000
T-16	N. 48th St Trail	Murdock Trail to Superior St	\$170,000
T-18	N. 33rd St and Adams Trails	Murdock Trail to Cornhusker Hwy	\$200,000
T-19	10th Street Trail	Van Dorn St to 17th St/Burnam St	\$300,000
T-20	Deadmans Run Trail	48th St to Mo Pac Trail	\$410,000
T-21	East Campus Trail	Leighton St to Holdrege St	\$150,000
T-23	27th St Connector	Rokeby Rd to South Beltway	\$460,000
T-24	56th Connector	Rokeby Rd to South Beltway	\$1,200,000
T-25	84th Connector	Rokeby Rd to South Beltway	\$450,000
T-26	South Beltway Trail - Phase I	27th St to 56th St	\$1,500,000
T-27	Greenway Corridor Trail/Haines Branch - Phase I	SW 56th St to Saltillo Rd	\$3,000,000
T-28	NW 56th	W. Adams to NW 56th to W. Superior	\$550,000
T-29	South Street	SW 27th to Jamaica	\$730,000
T-30	O Street	SW 40th St to SW 48th St	\$240,000
T-31	A Street Connectors	SW 40th - A Street to F St & SW 27th - Shane Dr to A St	\$90,000
T-33	Stevens Creek	Murdock Trail to Hwy 6	\$610,000
T-34	N. 48th St/Bike Park Trail	Superior St to N. 56th St	\$680,000
T-35	N. 1st St	N. 1st St crossing of Hwy 34	\$400,000
T-36	NW 12th St	NW 10th St to crossing of Hwy 34 to Aster	\$850,000
T-37	Rock Island	Grade separated crossing of Old Cheney	\$1,200,000
T-38	Tierra Williamsburg	Grade separated crossing of Old Cheney	\$1,200,000
T-39	10th Street	Grade separated crossing	\$2,000,000
T-40	Hwy 2 & Yankee Hill Rd	Grade separated crossing	\$2,000,000
T-41	Mo Pac Trail	Grade separated crossing of 112th	\$1,100,000
T-42	Mo Pac Trail	Grade separated crossing of 84th	\$1,500,000
T-43	Yankee Hill Rd	S. 56th St to S. 70th St	\$310,000

Project ID	Trail Name	Limits	Project Cost (2016\$)
T-44	14th & Yankee Hill Connector (w/RTSD proj)	S. 14th St - South LPS Property Line to Yankee Hill Rd	\$320,000
T-45	Landmark Fletcher	Fletcher Ave from N. 27th St to N. 14th St	\$950,000
T-46	Prairie Village Trail	84th St. to Stevens Creek, South of Adams	\$450,000
T-47	Van Dorn Trail	84th and Van Dorn to 106th and MoPac Trail	\$725,000
T-48	Air Park Connector - Phase I	NW 12th to Fletcher to NW 27th	\$530,000
T-49	Air Park Connector - Phase II	NW 48th to NW 31st	\$550,000
T-50	Greenway Corridor Trail/Haines Branch - Phase II	SW 56th to Saltillo Rd	\$1,000,000
T-51	South Beltway Trail - Phase II	56th to 84th	\$2,500,000
T-52	South Beltway Trail – Phase III	84 <sup>th</sup> Street to Hwy 2	\$3,500,000
T-53	NW 56 <sup>th</sup> Street Trail	W. Holdrege to W Partridge	\$80,000
T-54	Jamaica North – Arena Trail	J Street to N Street	\$150,000
T-55	Yankee Hill Road	S. 40 <sup>th</sup> Street to S. 56 <sup>th</sup> Street	\$310,000