

7. Fiscally Constrained Plan

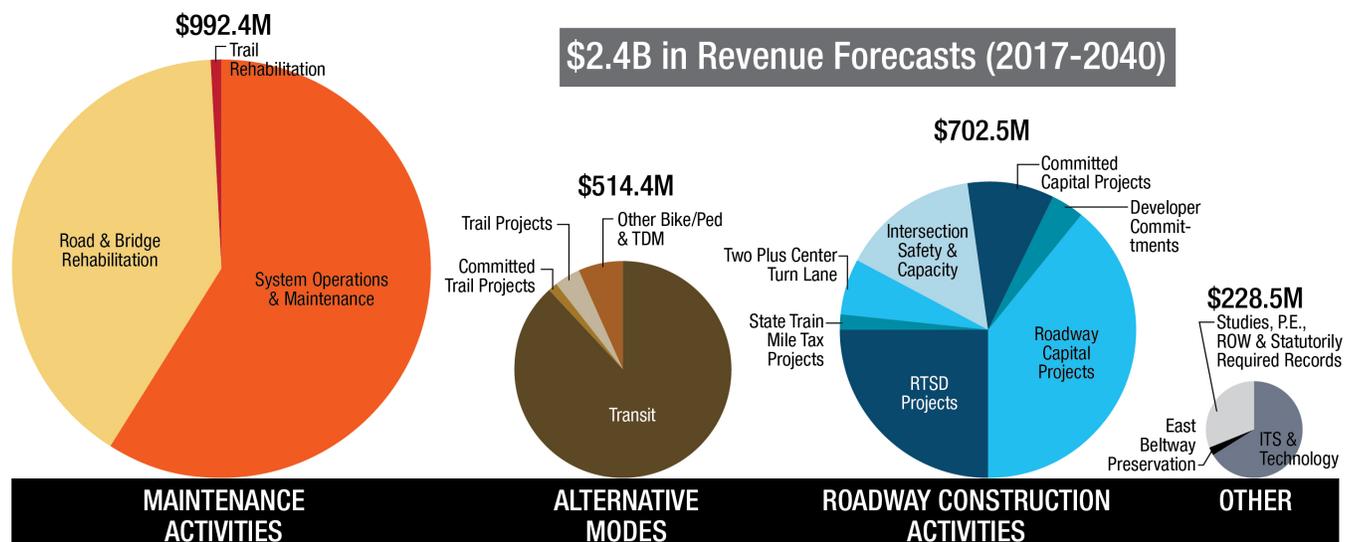
Transportation needs and opportunities in Lincoln and Lancaster County are great. **Chapter 5** presented a compilation of current and future needs to improve the region’s transportation system. Current funding realities indicate that not all desired projects will be built within this plan’s 24-year time horizon. This chapter builds from the funding plan established in **Chapter 6** and forms the basis for decisions about how best to prioritize and phase transportation improvement projects and programs. The resource allocation used to develop the Fiscally Constrained Plan is shown on **Figure** and detailed in **Table 19**.

While the Lincoln MPO plans and develops programs for all of Lancaster County, separate and defined funding sources are used to fund the respective urban and rural transportation programs. Urban sources of funding are generally planned to be used within the Urban Area Boundary. Rural sources of funding are generally planned to be used outside this identified boundary. The Fiscally Constrained Plan provides detailed funding and programmatic information for the Urban Area programs and related projects.

Table 19. LRTP Resource Allocation

Program	Resource Allocation in Millions (2017–2040)
System Operations & Maintenance	\$586.00
Road & Bridge Rehabilitation	\$398.13
Trail Rehabilitation	\$8.29
Transit	\$452.82
Committed Trail Projects	\$7.75
Trail Projects	\$20.31
Other Bike/Ped and TDM	\$33.51
RTSD Projects	\$177.06
State Train Mile Tax Projects	\$11.05
Two Plus Center Turn Lane	\$43.29
Intersection Safety and Capacity	\$104.68
Committed Capital Projects	\$66.82
Developer Commitments	\$25.55
Roadway Capital Projects	\$274.01
ITS and Technology	\$151.85
East Beltway Preservation	\$6.00
Studies, P.E., ROW & Statutorily Required Records	\$70.70
Total	\$2,437.82

Figure 33. LRTP Resource Allocation



Project Prioritization Process

Although the LRTP addresses funding for various project types, only Roadway Capital Projects and Trail Projects are prioritized within the LRTP. All other project categories, including Transit, RTSD, System Operations and Maintenance, etc., are prioritized outside the LRTP. These other programs are funded through a “pool” of funding as established in the Resource Allocation step (**Chapter 6**). The Fiscally Constrained Plan includes the top ranked Roadway Capital Projects and Trail Projects, and a pool of funding for the various other transportation programs and project categories.

With limited funding available, the process of prioritizing projects must be comprehensive and strive to identify those projects that will most effectively move the region’s transportation system toward fulfilling the vision and achieving the transportation goals. In compliance with federal requirements for performance-based planning, the project prioritization process is structured to identify those projects that will provide the greatest contributions toward meeting the seven transportation goals and associated performance targets. The evaluation criteria used to compare projects are directly related to the goals.

Project Scoring Committees

The Roadway Capital Projects and Trails Projects were scored by the Roadway and Trails Scoring Committees, respectively, both of which are a subset of the LRTP Oversight Planning Committee. The Roadway Scoring Committee included representatives from the Lincoln Planning Department and the Lincoln Public Works Department. The Trails Scoring Committee included representatives from the Lincoln Planning Department, the Lincoln Parks and Recreation Department, and the Lincoln Public Works Department. Committee members scored the projects independently, and project scores were averaged. The Scoring Committees met to discuss

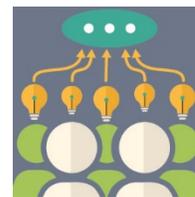
the scoring results and presented their recommended scores to the LRTP Oversight Planning Committee.

Project Scoring

Each project was 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. **Table 20** summarizes the evaluation criteria. Scoring Committee members were provided with a packet of information to assist with the scoring process, including detailed scoring guidelines, inventory maps, environmental resources maps, and a spreadsheet populated with values to assist in assigning a score for each evaluation criterion (**Appendix F**).

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. The LRTP Oversight Planning Committee, with input from the Planning Commission and the general public, developed the weights shown in **Table 21**.

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



During the second phase of community outreach, the public was asked which Roadway Capital Projects are of most importance. The results from 738 individual responses were treated as bonus points for those projects with strong community support. Likewise, 673 individual responses about the most important Trail Projects were used to assign bonus points to those projects with strong public support.

Appendix B includes a summary of the public input on high-priority Roadway and Trail Projects, and **Appendix G** includes the scoring results for the Roadway and Trail Projects.

Table 20. Project Evaluation Criteria

Goal	Roadway Project Criteria	Trail Project Criteria
 Maintenance	Will the project improve the condition of the existing facility?	Will the project improve the condition of the existing facility?
 Mobility and System Reliability	Will the project provide operational improvements or decreased travel time?	Will the project complete a gap in the trail system?
 Livability and Travel Choice	Will the project incorporate infrastructure for all modes of transportation?	Will the project encourage the use of alternative modes of transportation?
 Safety and Security	Will the project alleviate a known safety problem?	Will the project alleviate a known safety problem?
 Economic Vitality	Will the project improve access to and/or add value to surrounding land uses? Will the project improve travel on a designated truck route?	Will the project improve access to and/or add value to surrounding land uses?
 Environmental Sustainability	Will the project reduce mobile-source emissions? Will the project protect the natural, cultural, and built environment?	Will the project protect the natural, cultural, and built environment?
 Funding and Cost Effectiveness	How does the cost of the project compare to the benefits?	How does the cost of the project compare to the benefits?

Table 21. Weights by Goal and Project Category

Goal	Weight for Roadway Projects	Weight for Trail Projects
Maintenance	18.3	14.8
Mobility and System Reliability	17.6	21.2
Livability and Travel Choice	14.1	19.0
Safety and Security	15.5	15.9
Economic Vitality	11.4	7.7
Environmental Sustainability	11.4	12.2
Funding and Cost Effectiveness	11.7	9.2
Total	100	100

Fiscally Constrained Plan Elements

The recommended resource allocation (as described in **Chapter 6**) establishes the Fiscally Constrained Plan. The following sections provide information on what can reasonably be funded over the 24-year time horizon of the LRTP within the Fiscally Constrained Plan.

Maintenance Activities

System Operations & Maintenance

This category includes ongoing maintenance requirements (e.g., snow removal, street sweeping, stormwater management, and pothole repair) to keep the transportation system functional. The \$586 million allocation to this category will provide continuation of the current operations and maintenance activities. The City of Lincoln has pursued innovation and the use of technology advances to make efficient use of available resources.



Road and Bridge Rehabilitation

The Rehabilitation program includes the repair of arterial and residential streets and bridges. A pavement condition rating system is used to help determine which road surfaces are in most need of repair. It is important to note that money invested today in the ongoing maintenance and repair of the street system saves a significant amount of money in the future by avoiding the expanded costs associated with full reconstruction of roadways.

Routine and preventative maintenance activities will be performed, such as localized repairs, crack and joint sealing, and various surface treatments (slurries, sealing, and micro-surfacing). As pavement ages, thin to thick overlays, panel replacements, base stabilization, and repairs will be used in an effort to avoid more costly reconstruction if possible.

Currently, the Rehabilitation program is funded at increased levels—a 58 percent increase since 2010—resulting in 72.2 miles of arterials and 487 blocks of residential street improvements. These targeted investments in the rehabilitation program over the past six years have resulted in measurable improvements in the condition of our streets.

Community members identified maintaining the existing transportation infrastructure as the top priority; the LRTP resource allocation increases funding for Road and Bridge Rehabilitation compared to the 2011 LRTP. However, the \$398 million allocation to the Road and Bridge Rehabilitation Program is not adequate to meet the future demands of the program – rehabilitation needs continue to outpace investment as the current system ages and expands with City growth, and as construction costs increase.

The Public Works and Utilities Department is committed to using the available rehabilitation funds efficiently, using the pavement management system as a tool to identify the most effective maintenance treatments. Several additional strategies are recommended to help offset the shortfall in funding for the rehabilitation program:

- Continue experimentation and innovation to maximize return from available resources.
- Encourage the use of alternative travel modes (biking, walking, and transit) to lessen the demand on the streets.
- Implement the Green Light Lincoln program to maximize the operational efficiency of the existing system, thereby reducing the

pace of lane-miles being added to the street network.

- Streets that are neglected over time require costlier reconstruction. Continue to advance preventative maintenance strategies (e.g., pothole repairs and crack sealing) to extend the life of Lincoln’s streets and minimize the life-cycle costs.
- Investigate opportunities for increased rehabilitation funding.

Trail Rehabilitation

The \$8.29 million allocated to trail rehabilitation is composed of Keno funds, Park and Recreation Repair and Replacement funds, and other trail-specific funding sources; this allocation will allow the continuation of the current trail rehabilitation program.

Alternative Modes

Transit

The allocation to Transit will allow StarTran to operate the Transit Development Plan (TDP) Preferred Alternative routes and services and to maintain the fleet of 67 fixed-route buses and 13 paratransit vehicles. **Table 22** identifies the funded and priority transit projects. These projects are expected to be funded within the Fiscally Constrained 2040 Plan. Additional transit enhancements (such as next bus information and transit signal priority) will be addressed in the ITS and Technology Program.



Table 22. Priority Transit Projects

Project Description	Project Cost (2016\$)
Funded/Committed Transit Projects	
Purchase Replacement Buses	\$1,983,200
Purchase Replacement Handivans	\$0
Transit Enhancements (bus shelters, passenger stops)	\$40,000
Security Enhancements (upgrade buildings/shelters)	\$40,000
Purchase Replacement Supervisor Vehicles	\$0
Computer Replacements and Upgrades	\$320,000
Shop Equipment Replacements and Upgrades	\$15,000
Purchase Replacement Service Vehicles	\$20,000
Building Renovations and Improvements	\$200,000
Priority Transit Projects	
Purchase Replacement Buses	\$52,596,200
Purchase Replacement Handivans	\$5,250,000
Transit Enhancements (bus shelters, passenger stops)	\$1,035,000
Security Enhancements (upgrade buildings/shelters)	\$1,035,000
Purchase Replacement Supervisor Vehicles	\$305,000
Computer Replacements and Upgrades	\$3,600,000
Shop Equipment Replacements and Upgrades	\$1,165,000
Purchase Replacement Service Vehicles	\$290,000
Building Renovations and Improvements	\$2,400,000

Committed Trail Projects

The 2016–2022 CIP includes six Trail Projects that are assumed to be fully funded and completed within the first six years of the plan. These committed Trail Projects total \$7.75 million and include the Rock Island Connection, the Waterford Trail, the Fletcher Landmark Trail, the Wilderness Hills Trail, the Woodland Trail, and the Salt Creek Greenway Corridor Trails. There are several additional Trail Projects with committed funding (outside the LRTP funding revenues) that will be constructed in the near future. These projects are listed on **Table 23** and shown in blue on **Figure 34**.

Trail Projects

The Trails Scoring Committee evaluated more than 40 Trail Projects using evaluation criteria that align with the seven goals, as described previously. Based on annual revenues and year of expenditure project costs (assuming a 3 percent annual inflation rate, which is consistent with recent trends in trail construction cost inflation), approximately 21 new Trail Projects (36 miles of trail) could be added by 2040 using the \$20.31 million allocation. In addition, five of the Trail Projects are part of street projects in the Fiscally Constrained Plan. A total of 55 miles of new trails (including the Committed Trail

projects) are expected to be constructed by 2040. **Table 23** lists the priority Trail Projects that are expected to be funded within the time horizon of the LRTP. The priority Trail Projects are depicted on **Figure 34**. The order of projects may change depending on opportunities for funding.



Trail Projects that improve trail crossings of a railroad may be funded with RTSD funds, as described in the RTSD Projects section of this chapter.

Appendix G includes the Trails Project scoring results.

Table 23. Priority Trail Projects

Project ID	Trail Name	Limits	Project Cost (2016\$)
Funded/Committed Trail Projects			
T-54	Jamaica North – Arena Connector Trail	J Street to N Street	
T-57	Stonebridge Trail	N 14th and Humphrey to N 11th and Alvo Rd.	
T-58	Salt Creek Levee Trail	14th and Salt Creek to 27th and Salt Creek	
T-59	A Street Trail	SW 40th to SW 27th	
T-60	Salt Creek Levee Trail Underpass	RR Underpass at J Street	
T-61	Beal Slough Trail	S 56th and London Rd to S 70th and Yankee Hill	
T-62	Yankee Hill Rd Trail	S 70th to Highway 2	
T-08	Rock Island Connection	Viaduct over BNSF to Jamaica	\$900,000
T-27	Greenway Corridor Trail/Haines Branch - Phase I	SW 56th St to Saltillo Rd	\$3,000,000
T-04	Woodlands	Rokeby Rd to 70th St to Yankee Hill Rd	\$900,000

Project ID	Trail Name	Limits	Project Cost (2016\$)
T-11	Waterford	84th to Stevens Creek	\$850,000
T-09	Wilderness Hills	Yankee Hill Rd to Rokeby Rd	\$1,150,000
T-45	Landmark Fletcher	Fletcher Ave from N. 27th St to N. 14th St	\$950,000
Trail Projects Within Fiscally Constrained Roadway Capital Projects			
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-15	W. Holdrege Street Trail	NW 48th St to NW 56th St	\$140,000
T-53	NW 56th Street Trail	W Holdrege to W Partridge	\$80,000
T-55	Yankee Hill Road	S. 40th St to S. 56th St	\$310,000
Priority Trail Projects			
T-19	10th Street Trail	Van Dorn St to 17th St/Burnam St	\$300,000
T-35	N. 1st St	N. 1st St crossing of Hwy 34	\$400,000
T-21	East Campus Trail	Leighton St to Holdrege St	\$150,000
T-31	A Street Connectors	SW 40th: A St to F St, SW 27th: Shane Dr to A St	\$90,000
T-07	Landmark Fletcher	33rd St & Superior St to 27th St	\$600,000
T-29	South Street	SW 27th to Jamaica	\$730,000
T-30	O Street	SW 40th St to SW 48th St	\$240,000
T-20	Deadmans Run Trail	48th St to Mo Pac Trail	\$410,000
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-50	Greenway Corridor Trail/Haines Branch – Phase II	SW 56th to Saltillo Rd	\$1,000,000
T-44	14th & Yankee Hill Connector (w/RTSD project)	South LPS Property Line to Yankee Hill	\$320,000
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-26	South Beltway Trail - Phase I	27th St to 56th St	\$1,500,000
T-28	NW 56th	W. Adams to NW 56th to W. Superior	\$550,000
T-03	Woodlands	Jensen Park to Rokeby Rd	\$470,000
T-34	N. 48th St/Bike Park Trail	Superior St to N. 56th St	\$680,000
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-12	Stevens Creek	Murdock Trail to MoPac Trail	\$2,300,000

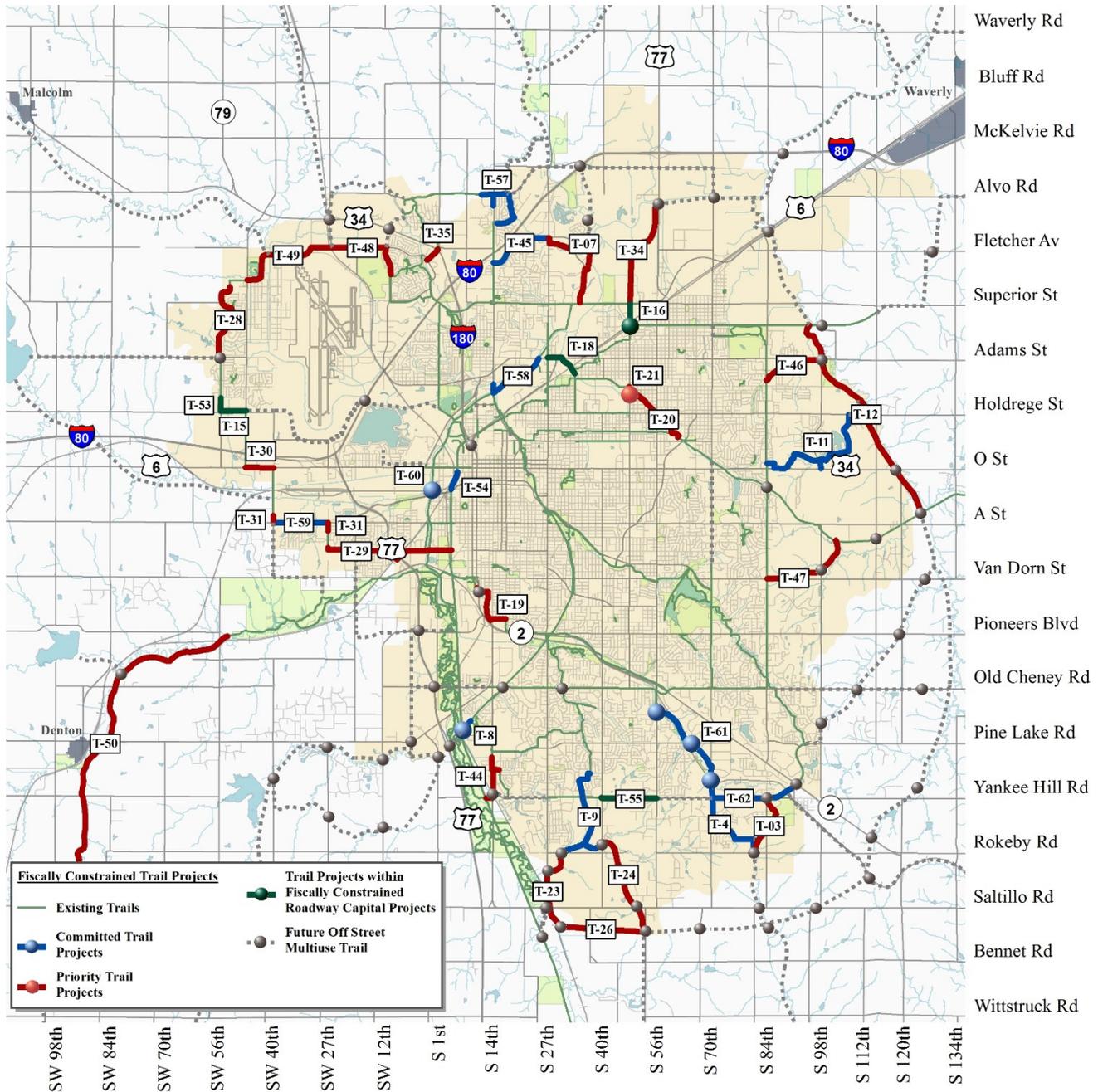


Figure 34. Priority Trail Projects

Other Bike/Ped and Travel Demand Management (TDM)

This program includes sidewalk repairs, ADA compliant ramps, restriping to add bike lanes, and the travel options program. The allocation of \$33.51 million would cover roughly 3 miles of sidewalk repairs per year.



On-Street Bike Facilities

This program includes on-street bike facilities. The public comments received through the LRTP have included much praise for the N Street Cycle Track. 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 future on-street bike facilities identified in Chapter 4 (**Figure 29**) are assumed to be funded, 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.

With the success of the N Street Cycle Track, the City of Lincoln is considering a north-south cycle track in the downtown area. 11th Street and 14th Street have been identified as possible corridors for a cycle track. Further study will be required to assess the feasibility of a one-way or two-way cycle track along these streets. Private funding and/or grants should be pursued to help fund bike projects such as this.

Where traffic volumes allow, the City of Lincoln will consider painted bike lanes as part of the Complete Streets initiative. In some cases, four-lane roadways may be considered for “road diets,” in which they would be converted to two through lanes, a center left turn lane, and bike lanes. Example candidate streets for this type of treatment include:

- S. 13th Street from K Street to South Street
- Vine Street from 16th Street to Antelope Valley Road
- 16th Street from R Street to Vine Street through the UNL Campus
- Pioneers Boulevard from 56th Street to 70th Street

This type of treatment could be done very cost-effectively, particularly if it is paired with a planned street overlay or rehabilitation projects.

While the allocation to this program is not sufficient to fund major on-street bike facilities such as a cycle track, funds for these types of projects could be pursued through Tax Increment Financing (TIF) with commercial redevelopment in the downtown area (similar to funding for the N Street Cycle Track).

With the South Beltway funded and planned for construction in the near future, it is important to plan for bicycle connectivity across the Beltway. Bicycle connectivity will be accommodated through the Highway 77 and Highway 2 system interchanges. The City of Lincoln and NDOR are coordinating to identify opportunities to accommodate planned trails in south Lincoln.

TDM Program

The TDM portion of this program may include partnerships with employers to support biking, walking, and transit commuting; flexible work hours; and remote work options. The program could also consider partnerships with Transportation Network Companies (TNC) such as Uber or Lyft, as well as car share and bike share options, to support shared mobility options in Lincoln.

Roadway Construction Activities

RTSD and State Train Mile Tax Projects

The \$188.11 million allocated to RTSD and State Train Mile Tax Projects is directly from the two highly restrictive funding sources. This amount is estimated to cover major railroad grade separation projects at 33rd and Adams and the South Beltway, along with railroad crossing gates and flashers at two crossings per year, and six railroad crossing surface upgrades per year.



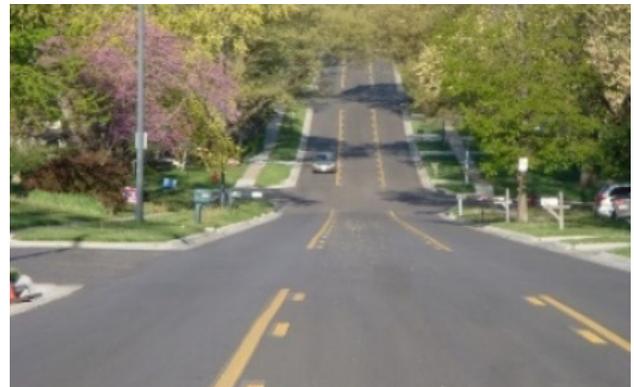
Trail projects that improve trail crossings of a railroad may be constructed as a part of larger RTSD Projects or constructed as stand-alone projects with RTSD funds. Examples of such trail projects include

the 33rd and Cornhusker project, the Rock Island Trail bridge in Densmore Park, and a South 14th and Yankee Hill Road trail crossing.

Two Plus Center Turn Lane Projects

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 for many years. This program has successfully increased the capacity and safety of a two-lane roadway and minimized traffic congestion, while preserving the character and viability of the established neighborhoods and other components of the built environment.

Approximately 14 miles of Two Plus Center Turn Lane (2+1) projects remain in Lincoln. The allocation of \$43.29 million will allow construction of approximately 7.5 miles of 2+1 projects. This estimate accounts for the increasing cost of construction projects using a 5 percent annual inflation rate.



Intersection Safety and Capacity

Much of the current and future congestion on the street network occurs at existing intersections. The L RTP resource allocation includes an increased allocation to this program over historic funding levels, totaling \$104.68 million, which would allow construction of one intersection project per year in addition to critical safety improvements. This increased emphasis on intersection aligns with the alternative approach to transportation corridor investments described in **Chapter 6** and would

allow expanded geographic coverage of this approach by addressing critical bottlenecks in the system through intersection improvements.



Committed Capital Projects

Eight Roadway Capital Projects included in the 2016–2022 CIP and/or current Transportation Improvement Program (TIP) are assumed to be fully funded and completed within the first six years of the plan. These committed capital projects include:

- West Beltway interchanges from I-80 to Saltillo Road
- N. 10th Street and Military Bridge over Salt Creek
- Rokeby Road from 84th Street to 98th Street
- Yankee Hill Road from 70th Street to Hwy 2
- West “A” Street from SW 40th to Folsom
- South Beltway
- 14th/Warlick/Old Cheney
- Pine Lake Road from 61st to Hwy 2

Developer Commitments

The City has made commitments to developers to contribute a portion of the construction cost for some roadway projects. The timing of these projects is uncertain and depends on when the associated development occurs. For the purpose of

the LRTP, the City’s contributions to these projects are treated similar to the Committed Capital Projects; that is, they are assumed to be complete before funding is allocated to any new Roadway Capital Projects. The plan includes a total of \$25.55 million in developer commitments. Projects with current commitments are listed in **Table 24**. Funding for some of these projects will come from Impact Fees, while funding for others may come from various local funding sources. Other future developer agreements may impact the timing and priority of roadway capital projects.

Roadway Capital Projects

The Roadway Scoring Committee evaluated more than 70 Roadway Capital Projects based on evaluation criteria that align with the seven goals. The resulting ranked projects were compared with the available funding for Roadway Capital Projects. The Fiscally Constrained Plan must consider the year of expenditure (YOE) cost of projects—a 5 percent annual inflation has been applied to the 2016 project costs. This inflation rate is consistent with construction cost increases over the past five years. **Table 24** lists the ranked projects that can be funded within the Fiscally Constrained Plan, including the committed projects and developer commitments. **Figure 35** shows the fiscally constrained roadway projects.

In total, the funding allocation for Roadway Capital Projects is \$366.38 million, including \$66.82 million for Committed Projects, \$25.55 million for Developer Commitments, and \$274.01 million for other Roadway Capital Projects. As shown in **Table 24**, this would allow construction of 27 high priority Roadway Capital Projects.

Table 24. Fiscally Constrained Roadway Capital Projects

RANK	Project ID	Street Name	Limits	Description	Lead Agency	Project Cost (2016\$)	Local Portion (2016\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
								YOE	YOE Project Cost	Cumulative Cost (YOE)	
Committed		West Beltway (US 77)	I-80 to Saltillo Rd	Freeway with new interchanges	State	\$15,700,000					1
Committed		N. 10th St	N. 10th St and Military Bridge over Salt Creek	Bridge replacement	Local	\$3,500,000					1
Committed		Yankee Hill Road	70th Street to Hwy 2	2 lanes + roundabouts	Local	\$14,790,000	\$9,980,000				1
Committed		West A Street	SW 40th to Folsom	2 lanes + intersection improvements	Local	\$16,980,000	\$16,980,000				1
Committed		South Beltway	US 77 to Hwy 2	4 lane freeway	State	\$200,000,000	\$15,400,000				1, 6
Committed		14th/Warlick	14th/Warlick/Old Cheney	Intersection improvements and grade separation	Local	\$24,930,000	\$15,020,000				1
Committed		Pine Lake Road	61st St to Hwy 2	4 lanes + turn lanes	Local	\$10,850,000	\$9,450,000				1
Impact Fee/LES	65	Rokeby Rd	84th St to 98th St	2 lanes + intersection improvements	Local	\$5,000,000	\$1,500,000	2017	\$1,575,000	\$1,575,000	2, 5
Impact Fee	29	Rokeby Rd	S. 70th Street to S. 84th Street	2 lanes + intersection improvements	Local	\$7,400,000	\$7,400,000	2018	\$8,158,500	\$9,733,500	2
	A	Nebraska Hwy 2	84th Street to South Street	Corridor Study	Local	\$1,500,000	\$1,500,000	2019	\$1,736,438	\$11,469,938	3
Impact Fee	60	Rokeby Rd	S. 40th St to S. 48th St	2 lanes + intersection improvements	Local	\$3,500,000	\$3,500,000	2023	\$4,924,851	\$16,394,789	2
Impact Fee	9a	W. Holdrege St	NW 48th St to Chitwood (east ¼ mile)	2 lanes + intersection improvements	Local	\$925,000	\$925,000	2023	\$1,301,568	\$17,696,357	
Developer Commitment	67	S. 40th St	Yankee Hill Rd to Rokeby Rd	2/4 lanes + intersection improvements	Local	\$8,800,000	\$8,800,000	2024	\$13,001,608	\$30,697,965	2
Developer Commitment	17a	NW 12th St	W. Alvo Road to Aster	2 lanes + turn lanes	Local	\$2,800,000	\$2,800,000	2024	\$4,136,875	\$34,834,840	2
Developer Commitment	10	W. Holdrege St	NW 56th Street to NW 48th Street	2 lanes + intersection improvements	Local	\$3,100,000	\$3,100,000	2025	\$4,809,117	\$39,643,957	2
1	41	N. 48th St	Adams St to Superior St	4 lanes + intersection improvements	Local	\$12,400,000	\$12,400,000	2026	\$20,198,293	\$59,842,251	
	B	Nebraska Hwy 2	84th Street to South Street	Priority improvements (TBD by Corridor Study)	Local	\$20,000,000	\$20,000,000	2028	\$35,917,127	\$95,759,377	3
3	2	S. 40th St	Normal Blvd and South St	Major intersection area work	Local	\$8,600,000	\$8,600,000	2029	\$16,216,583	\$111,975,960	
4	27	Yankee Hill Rd	S. 40th Street to S. 56th Street	2/4 lanes + intersection improvements	Local	\$10,200,000	\$10,200,000	2030	\$20,195,302	\$132,171,262	
6	58	S. 56th St	Van Dorn St to Pioneers Blvd	4 lanes + intersection improvements	Local	\$10,500,000	\$10,500,000	2032	\$22,920,183	\$155,091,445	
7	33	N. 84th St	O Street to Adams Street	Intersection improvements	Local	\$4,125,000	\$4,125,000	2032	\$9,004,358	\$164,095,803	4
8	32	O St (US-34)	Antelope Valley N/S Rdwy (19th St) to 46th St	Intersection improvements	Local	\$14,000,000	\$14,000,000	2034	\$33,692,669	\$197,788,472	4
11	19	O St (US-34)	Wedgewood Drive to 98th Street	Intersection Improvements	Local	\$4,100,000	\$4,100,000	2035	\$10,360,496	\$208,148,968	4
12	37	Cornhusker (US-6)	N. 20th Street to N. 33rd Street	Intersection Improvements	Local	\$4,500,000	\$4,500,000	2036	\$11,939,840	\$220,088,808	4
13	14	NW 48th St	Adams Street to Cumming Street	2 lanes + intersection improvements	Local	\$10,300,000	\$10,300,000	2037	\$28,695,415	\$248,784,223	
14	40	Van Dorn St	S. 70th Street to S. 84th Street	Intersection improvements	Local	\$2,900,000	\$2,900,000	2038	\$8,483,256	\$257,267,479	4
16	42	Havelock Ave	N. 70th Street to N. 84th Street	2 lanes + intersection improvements	Local	\$6,300,000	\$6,300,000	2039	\$19,350,600	\$276,618,078	
17	23	S. 56th St	Thompson Creek Blvd to Yankee Hill Rd	4 lanes + intersection improvements	Local	\$7,400,000	\$7,400,000	2040	\$23,865,740	\$300,483,818	

¹ Committed projects are included in the 2016–2022 CIP and/or the current TIP and are assumed to be fully funded and constructed prior to allocation of resources to other Roadway Capital Projects.

² The timing of the Impact Fee/Developer Commitment projects depends on development; for the purpose of the L RTP, they are assumed to be complete prior to allocation of resources to other Roadway Capital Projects.

³ Rather than assuming the widening of Hwy 2 to six lanes, a Corridor Study is recommended to evaluate alternative improvements for the corridor. A \$20 M placeholder for construction of priority improvements is included as a high priority; the specific improvements will be identified in the Corridor Study.

⁴ These corridor projects include the alternative approach to six-lane widening (or four-lane widening in the case of Van Dorn) – traffic signal coordination and key intersection improvements to address bottlenecks.

⁵ The Rokeby Road project (84th St to 98th St) is being partially funded by Lincoln Electric System (LES) (\$3.5 M) and partially by directed impact fees (\$1.5 M).

⁶ The \$15.4M local portion for the South Beltway project is the Wheel Tax funding only.

Highway 2 Projects

As described in **Chapter 6**, Highway 2 was used as a case study to better understand the benefits of six-lane widening compared to a considerably less expensive approach of improving traffic signal coordination and key intersections to eliminate bottlenecks. The LRTP includes a Highway 2 Corridor Study, which could be a Planning and Environmental Linkages (PEL) study, to evaluate alternative improvements for the corridor. This Corridor Study (Project “A”) is listed as the top priority and is scheduled for 2019. A \$20 million placeholder for construction of priority improvements is included as a high priority (Project “B”); the specific improvements will be identified through the Corridor Study.

Alternative Approach Corridors

In addition to the Highway 2 corridor, several roadway corridors were originally contemplated as six-lane (or four-lane) major widening projects. However, an alternative approach to major widening is recommended for these corridors. This approach would focus on traffic signal coordination and intersection improvements. This alternative approach is recommended for five corridors within the Fiscally Constrained Plan:

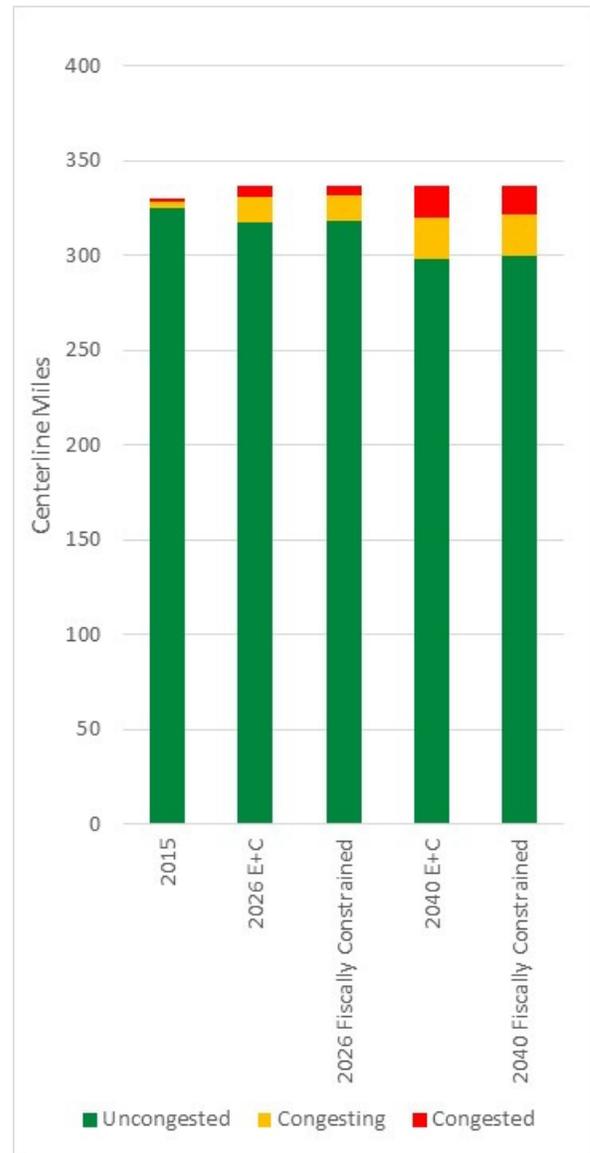
- N. 84th St between O St and Adams St
- O St between Antelope Valley and 46th St
- O St between Wedgewood Dr and 98th St
- Cornhusker Hwy between N. 20th St and N. 33rd St
- Van Dorn St between S. 70th St and S. 84th St

By applying this alternative approach to these corridors, the limited funding available for Roadway Capital Projects can be stretched to address the congestion needs on more corridors. The LRTP Oversight Committee identified intersections that could benefit from capacity improvements along each of these corridors and developed planning level cost estimates accordingly. Costs are shown in **Table 24**.

Future Congestion Levels

The 2026 and 2040 Lincoln MPO regional travel demand models were run with the Roadway Capital Projects included in the Fiscally Constrained Plan (**Table 24**). The resulting congestion levels are summarized on **Figure 36** and mapped on **Figure 37** and **Figure 38** for 2026 and 2040, respectively. With the Fiscally Constrained Roadway Capital Projects in place, 94.5 percent of the system (within the Lincoln City limits) is expected to be uncongested in 2026, and 89 percent uncongested in 2040. All roads outside the Lincoln City limits will remain uncongested.

Figure 36. Congestion Levels



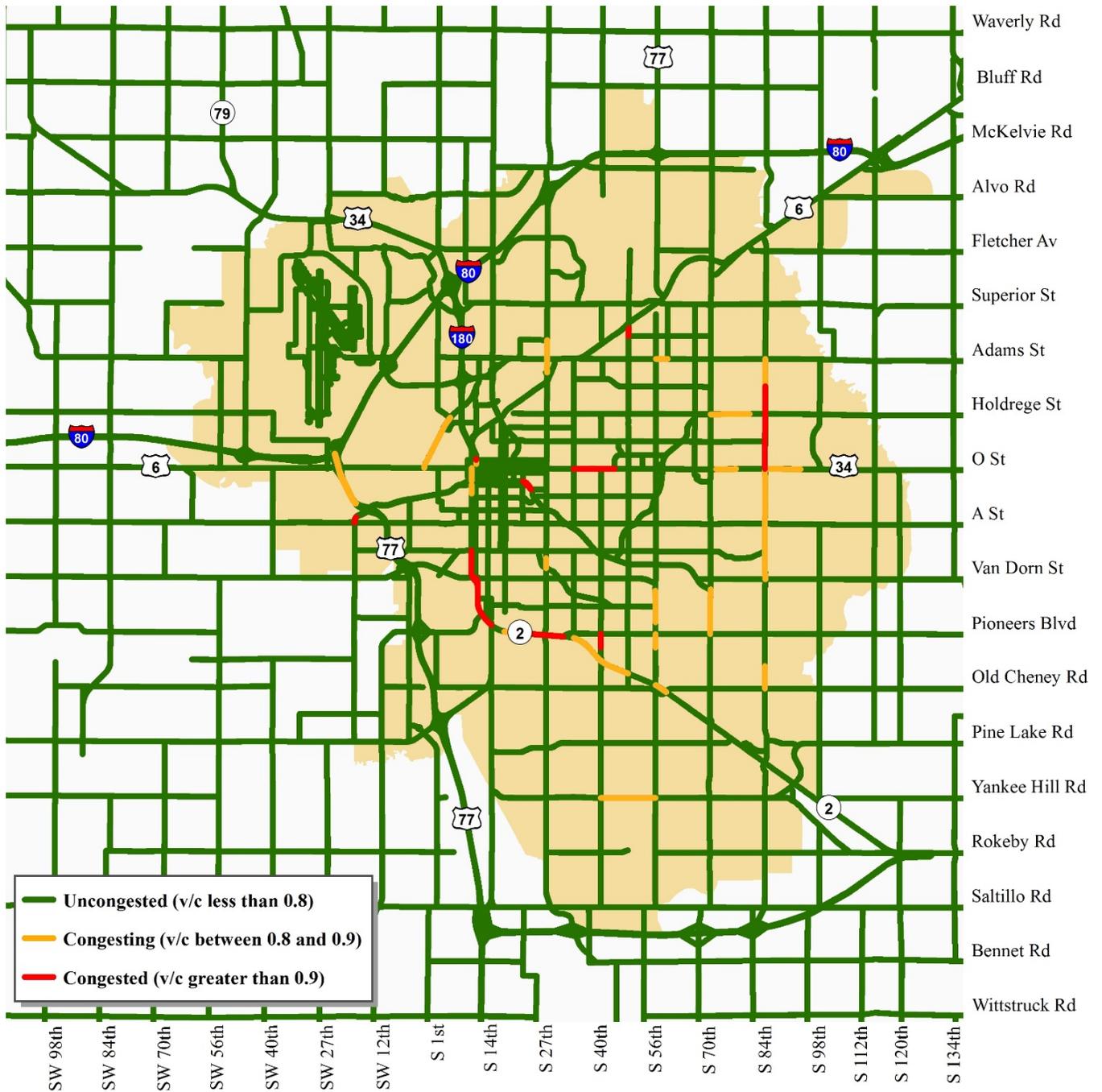


Figure 37. 2026 Congestion Levels (Fiscally Constrained Plan)

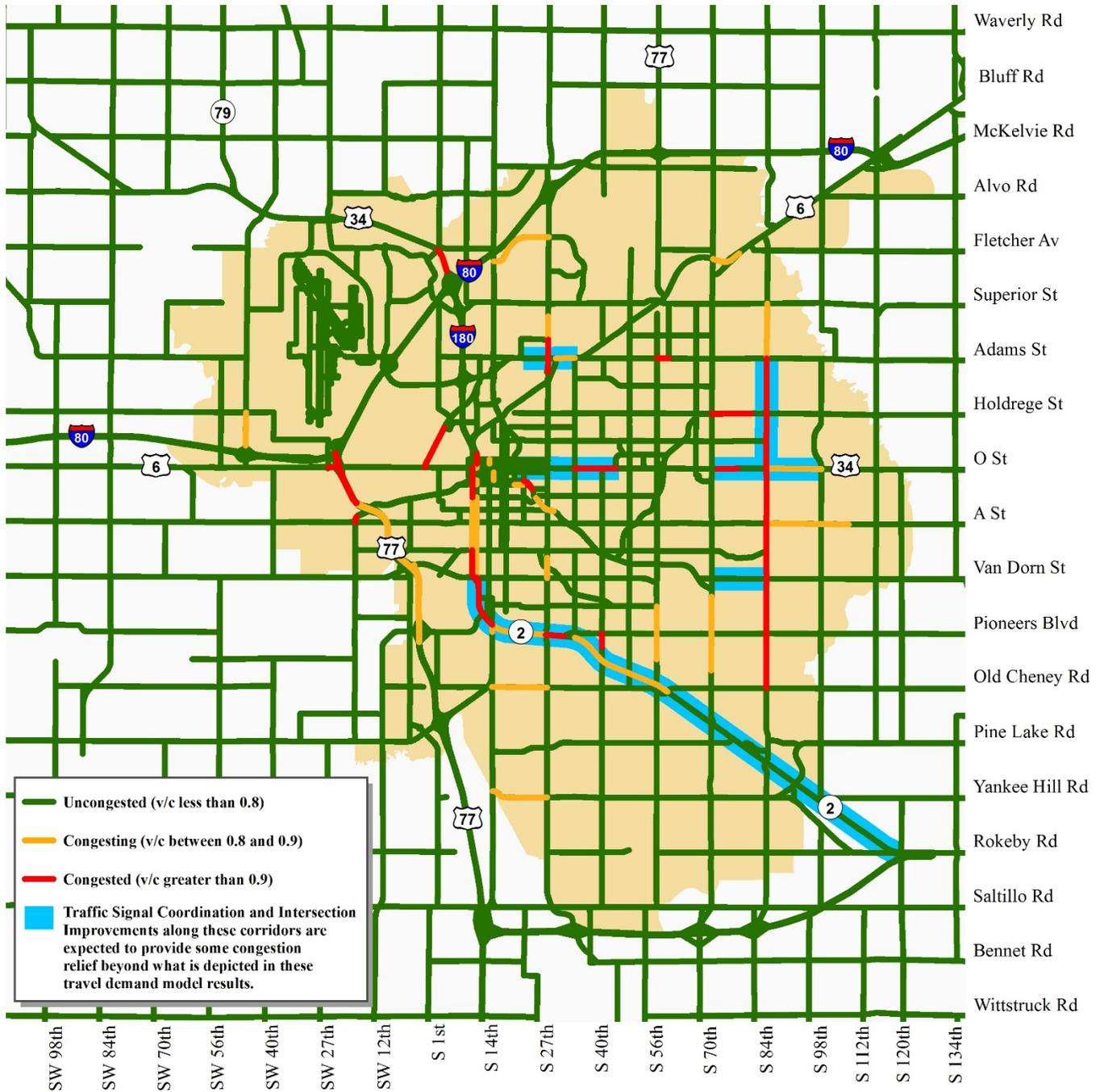


Figure 38. 2040 Congestion Levels (Fiscally Constrained Plan)

The travel model is not, however, an effective tool to measure the benefits of the traffic signal coordination and intersection improvements identified for the “Alternative Approach Corridors.” Some of these corridors (e.g., Highway 2, 84th Street, O Street) show “congested” conditions on **Figure 37** and **Figure 38**. However, the traffic signal coordination and intersection improvements along these corridors are not accounted for in the travel demand model. Congestion levels are expected to be reduced with these cost-effective improvements. To supplement the model results, the region-wide travel time savings anticipated in 2040 have been evaluated. **Table 25** compares the daily vehicle-hours of travel (VHT) anticipated to occur in 2040 given the completion of committed projects, including the Fiscally Constrained roadway widening projects, and then including the Fiscally Constrained “Alternative Approach Corridor” projects.

Table 25. Daily Travel Time

Network	Daily VHT
2040 Existing + Committed (E+C)	201,412
2040 E+C and Widening Projects	200,747
2040 E+C, Widening Projects and Alternative Approach Corridor Projects	200,094

VHT describes all of the hours of travel experienced daily by all vehicles throughout the road system, and reduction in VHT indicates travel time savings experienced by users. These results highlight the benefits of the different project types in the Fiscally Constrained Plan, which attributes 665 hours of travel time savings to the widening projects and an additional 653 hours of travel time savings to the intersection improvements and traffic signal coordination along the Alternative Approach Corridors. The intersection improvements travel time savings have been calculated using the methodology described in the Highway 2 Case Study in **Chapter 6**.

Other Programs

ITS and Technology



The Green Light Lincoln initiative uses smart technologies to improve traffic flow and reduce travel times. By using the next generation of traffic management systems, Lincoln travelers can expect less time waiting at red lights, fewer vehicle emissions, and a reduction in crashes. By maximizing the existing capacity of the City’s streets through signal timing improvements, the need for major capacity expansions could be postponed or eliminated. The LRTP resource allocation includes a total of \$151.85 million in funding for this program, which would allow full implementation of the City’s Traffic Management Plan and Green Light Lincoln initiative. Travel delay reductions in the range of 20 percent may be expected with full implementation of Green Light Lincoln.

Technology could also help to improve transit service through applications such as transit signal priority treatments and next bus rider information. As transportation technologies advance, it will be important to stay abreast of how connected vehicles and driverless cars change the travel needs in Lincoln.

East Beltway Preservation

The allocation of \$250,000 per year (\$6 million over the 24-year time horizon) could be used to preserve approximately 170 acres of land along the East Beltway corridor, which is approximately 20 percent of the total land needed for the future corridor. The East Beltway was identified as the highest priority Roadway Capital Project by the public; proceeding with construction of a project this size depends on additional funding from the State and/or Federal government.

Studies, PE, ROW, & Statutorily Required Records

This program category covers pre-project level engineering studies, responses to non-project-specific public inquiries, engineering standards and guidelines, staff coordination with private sector growth proposals, and legal requirements for record keeping. The \$70.7 million allocation will allow continuation of these essential staff functions.

County Projects

The LRTP Project Team has coordinated closely with the Lancaster County Engineer’s Office throughout the development of the LRTP Update. The County’s Rural Roads Program identifies priority paving projects that are most likely to receive funding for paving improvement during the 2040 planning period. The order and priority of the paving projects may vary as traffic conditions warrant. Funding for the Rural Roads Program is separate from the MPO funding described in the preceding sections. Most of the budget for the rural roadway network is devoted to maintenance of the network including grading, spreading gravel, snow removal and bridge and ROW maintenance. About \$1 million per year is devoted to the programmed paving projects.

Figure 39 shows the rural roads projects, which are also listed in **Table 26**.

Some of the County projects shown on **Figure 39** are located within Lincoln’s 2040 Future Service Limit. The City and County will closely coordinate these projects to determine appropriate phased rural to urban roadway cross sections and drainage improvements at the time of construction. The objectives in phasing construction of the first two lanes of paving on these segments are to maximize pavement life, minimize pavement reconstruction, and reduce traffic disruption when traffic volumes warrant additional lanes. The pace of adjacent land development, rate of traffic growth, the need for sidewalk and trails, together with funding availability, will determine the initial and ultimate design.

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 *rural to urban transition street* (RUTS) standards to evaluate whether adjustments should be made to transition from rural to urban more efficiently.

Table 26. Rural Roads Projects

Priority	Project ID	Street	Location	Length (Miles)	Project Type	Planned Improvement
2016	11	Bluff Road	Waverly City Limits to I-80	2.10	County Project	Programmed Paving
2016	18	Rokeby Road	S. 84th Street to 98th St	1.00	County Project	Programmed Paving
2016	33	W. Agnew Road	Hwy. 79 west 0.2 miles	0.20	County Project	Programmed Paving
2016	34	W. Denton Rd.	SW 112th St. to SW 140th St.	2.00	County Project	Programmed Paving
2016	35	Old Cheney Rd.	148th St. to 190th St.	3.00	County Project	Programmed Paving
1	9	Adams Street	Steven's Creek to N. 148th St	3.50	County Project	Programmed Paving
2	5	S. 54th Street	Hickman Rd to Roca Rd	2.00	County Project	Programmed Paving
3	1	S. 68th Street	Hickman to Roca Rd	1.30	Federal-Aid County Project	Two Lane Widening
4	32	Saltillo Road	S. 27th St to S. 68th St	3.00	County Project	Two Lane Widening
5	15	W. A Street	SW 84th St to SW 52nd St	2.20	County Project	Programmed Paving
6	30	Havelock Avenue	Stevens Creek to N. 112th St	1.40	County Project	Potential Paving
7	16	NW 27th St	Hwy 34 to W. Waverly Rd	3.50	County Project	Potential Paving
8	2	S. 68th Street	Princeton Rd to Stagecoach Rd	3.00	Federal-Aid County Project	Two Lane Widening
9	3	N. 14th Street	Waverly Rd to Raymond Rd	2.00	Federal-Aid County Project	Two Lane Widening
10	8	S. 98th Street	Old Cheney Rd to Hwy 34	4.00	County Project	Programmed Paving
11	4	N. 14th Street	Arbor Rd to Waverly Rd	2.50	Federal-Aid County Project	Two Lane Widening
12	6	SW 14th Street	Highway N-33 to W. Bennet Rd	2.00	County Project	Programmed Paving
13	10	Fletcher Avenue	N. 84th St to N. 98th St	2.00	County Project	Programmed Paving
14	29	N. 98th Street	Holdrege St to Highway US-6	4.30	County Project	Potential Paving
15	13	W. Van Dorn Street	SW 112th St to SW 84th St	2.00	County Project	Programmed Paving
16	7	S. 120th Street	Bennet Rd North 0.5 Miles	0.50	County Project	Potential Paving
17	17	Arbor Road	N. 27th St to Highway US-77	2.00	County Project	Potential Paving
18	12	N. 162nd Street	Highway US-6 to Davey Rd	3.80	County Project	Programmed Paving
19	24	W. Van Dorn Street	SW 140th St to SW 112th St	2.00	County Project	Potential Paving
20	14	S. 1st Street	Old Cheney Rd to Pioneers Blvd	1.00	County Project	Programmed Paving
21	25	W. Waverly Road	NW 112th St to Highway N-79	4.00	County Project	Potential Paving
22	26	W. Waverly Road	Highway N-79 to N. 14th St	5.00	County Project	Potential Paving
23	27	N. 1st Street	Alvo Rd to McKelvie Rd	1.00	County Project	Potential Paving
24	22	N. 27th Street	Arbor Rd to Waverly Rd	2.50	County Project	Potential Paving

Priority	Project ID	Street	Location	Length (Miles)	Project Type	Planned Improvement
25	19	S. 82nd Street	Roca Rd to Saltillo Rd	3.00	County Project	Potential Paving
26	21	W. Adams Street	NW 84th St to NW 56th St	2.00	County Project	Potential Paving
27	23	Van Dorn Street	S. 120th St to S. 148th St	2.00	County Project	Potential Paving
28	28	Panama Road	Highway US-77 to S. 54th St	3.00	County Project	Potential Paving
29	20	McKelvie Road	NW 27th St to N. 14th St	3.00	County Project	Potential Paving
30	31	Bluff Road	I-80 to N. 190 th St	1.10	County Project	Potential Paving

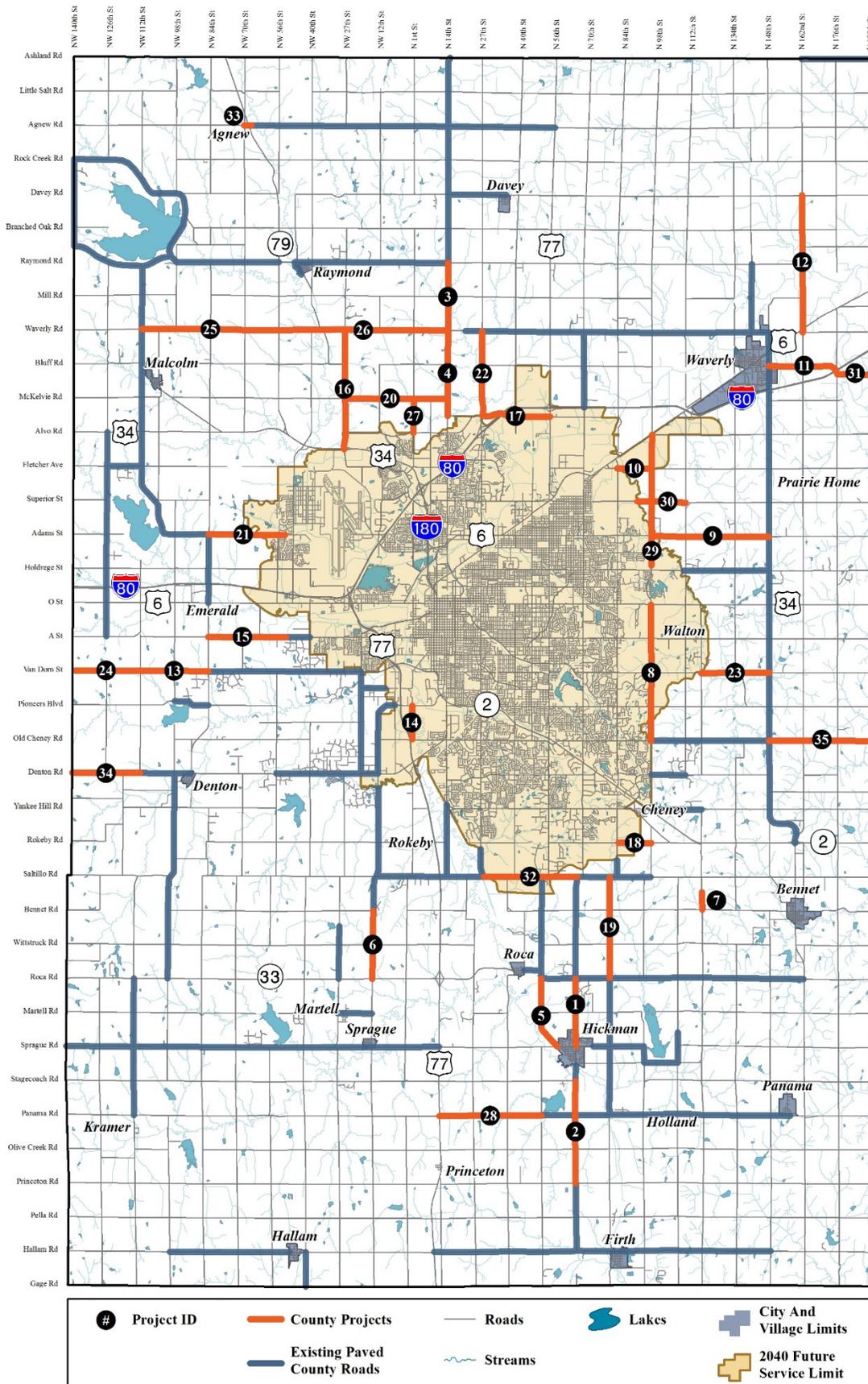


Figure 39. Rural Roads Projects

Illustrative Plan

Roadways

All remaining Roadway Capital Projects (including an additional 52 lower ranked projects that are not included in the Fiscally Constrained Plan) are included as Illustrative (unfunded) projects in the LRTP. These projects are depicted on **Figure 40** and detailed in **Table 27**.

State Projects

Several State projects are included in the candidate Roadway Capital Projects list and were ranked by the Scoring Committee. The rankings of these projects reflect where they fall within the Lincoln MPO's priorities. However, it is recognized that the timing of these projects will depend on the statewide priorities and funding availability. Therefore, all State projects are shown in the Illustrative Plan.

Trails

The remaining trail projects that are not expected to be funded within the 2040 Fiscally Constrained Plan are included as Illustrative projects in the LRTP, as depicted on **Figure 41**. The timing and priority of these projects may change depending on opportunities for funding.

Transit

The Illustrative Plan includes full implementation of the future phases of improvements identified in the TDP. The following transit projects and services are included as Illustrative (unfunded) projects.

Multi-Modal Transportation Center

A Multi-Modal Transportation Center will provide a high level amenity for StarTran bus riders, bicyclists who desire to use transit when they travel, pedestrians as an information center and travel hub, and other transportation providers. A Multi-Modal Transportation Center (MMTC) would also provide a strong and permanent statement of

intent on the part of Lincoln to become a multi-modal friendly community.

The MMTC would function as a bus transfer center, StarTran administrative office, bicycle storage facility, bike share facility, and likely offer space for supportive retail, taxi stands, and downtown parking, benefitting all of the City of Lincoln. The proposed location for a MMTC would be in downtown Lincoln to improve connections between people and centers of employment, education, and services. Such a center would allow convenient, safe, and easy bus passenger transfers. Having a transfer facility would also reduce the criminal activity at the bus stop by making the area more transparent and the presence of continued administrative staff in the area. The estimated cost for design, ROW, and construction of the MMTC is \$28 million.

Maintenance Facility and Bio-Gas Fueling

StarTran will be in need of a new bus maintenance and storage facility. Currently, the bus maintenance and a significant portion of the bus storage facility is well beyond its reasonable building life. The facility, built in the 1930s, is located within the South Haymarket Neighborhood Plan, which the Lancaster County/Lincoln Planning Commission approved in November 2015. The area would be redeveloped into a mixed residential/commercial district. The current facility will need to move within a couple of years.

StarTran has applied for \$16 million under the FTA Grants for Buses and Bus Facilities Program to fund design and construction of a new bus maintenance and storage facility to be located on Theresa Street, adjacent to the Lincoln Wastewater System sewage treatment plant to help facilitate the proposed Renewable Natural Gas (RNG) project that will be located there. The RNG project employs an innovative methane gas recovery conversion to vehicle fuel process, using methane from the sewage treatment plant. The plan is to locate the

RNG fueling station adjacent to the StarTran bus maintenance and storage facility, allowing buses to be fueled onsite.

Implement TDP Expansion Plan

The approved 2015 TDP included an expansion plan for increasing service on key routes and adding vehicles.

Bus Rapid Transit

Consider BRT in high use corridors such as “O” Street and 27th Street.

Technology Improvements

Enhance customer knowledge and trip planning with passenger information systems.

Consider private transportation options such as Uber or Lyft to enhance customer travel. Such applications could be used to transport customers at the end of the bus line to their final destinations.

Alternative Fueled Vehicles

Consider different fuel types and propulsion systems such as electric buses as a means of reducing GHG emissions and lowering fuel costs.

Use of Rail Corridors for Passenger Use

Study the potential of using existing rail corridors, such as Highway 2 and Cornhusker Highway, for light rail.

Inter-City Transit Service

Consider inter-city transportation between Lincoln and Omaha.

Table 27. Illustrative Plan (Unfunded) Roadway Capital Projects

Rank	Project ID	Street Name	Limits	Description	Agency	Project Cost (2016\$)	Local Portion (2016\$)
	C	Nebraska Hwy 2	84th Street to South Street	Future Improvements (TBD by Corridor Study)	Local	\$30,000,000	\$30,000,000
9	34	US-6 (SUN VALLEY)	Corn. Hwy (US-6) to W. O St.(US-6)	4 lanes + turn lanes	State	\$16,000,000	\$3,200,000
15	44	O St (US-34)	84 th Street to 120 th Street	4 lanes + intersection improvements	State	\$14,000,000	\$2,800,000
18	1	I-80	I-80 and I-180	Major interchange work	State	\$41,000,000	\$0
19	38	Cornhusker (US-6)	N. 11th St to N. 20th St	Intersection Improvements	Local	\$1,000,000	\$1,000,000
21	24	Yankee Hill Rd	S. 56th Street to S. 70th Street	2 lanes + intersection improvements	Local	\$7,000,000	\$7,000,000
22	25	S. 84th St	Amber Hill Road to Yankee Hill Road	4 lanes + intersection improvements	Local	\$4,300,000	\$4,300,000
23	69	N. 14th St	US-6 Cornhusker Highway	Interchange	Local	\$15,300,000	\$15,300,000
24	50	Havelock Ave	N. 84th St to N. 98th St	2 lanes + intersection improvements	Local	\$7,000,000	\$7,000,000
25	56	Holdrege St	N. 70th St to N. 80th St	4 lanes + intersection improvements	Local	\$7,900,000	\$7,900,000
26	71	I-80	Pleasant Dale to NW 56th Street	6 lanes + bridges	State	\$76,000,000	\$0
27	21	Saltillo Rd	S. 14th St to S. 27th St	2 lanes + intersection improvements	Local	\$8,200,000	\$8,200,000
28	13	W. Van Dorn St	Coddington Avenue to US-77	2 lanes + intersection improvements	Local	\$6,000,000	\$6,000,000
29	57	Yankee Hill Rd	S. 14th St to S. 27th St	Additional 2 lanes	Local	\$4,000,000	\$4,000,000
30	17b	NW 12th St	US 34 Overpass	Overpass	Local	\$8,700,000	\$8,700,000
31	49	Saltillo Rd	27th Street to 70th Street	2 lanes + intersection improvements	Local	\$21,000,000	\$21,000,000
32	59	East Beltway	Nebraska Hwy 2 to I-80	New 4 lane divided highway	Local	\$247,000,000	\$247,000,000
33	31	S. 70th St	Pine Lake Road to Yankee Hill Road	4 lanes + intersection improvements	Local	\$10,500,000	\$10,500,000
34	51	N. 33rd St	Cornhusker Hwy to Superior St	4 lanes + int. impr. & bridge	Local	\$15,000,000	\$15,000,000
35	5	NW 56th St	W. Partridge Lane to W. "O" Street	2 lanes + intersection improvements	Local	\$6,600,000	\$6,600,000
36	30	S. 70th St	Yankee Hill Rd to Rokeby Rd	2 lanes + intersection improvements	Local	\$4,800,000	\$4,800,000
37	61	S. 27th St	Yankee Hill Rd to Saltillo Rd	2 lane realignment + int. impr.	Local	\$14,000,000	\$14,000,000
38	68	O St (US-34)	120th Street to east county line	4 lanes + intersection improvements	State	\$29,000,000	\$5,800,000
39	52	A Street	S. 98th St to 105th St	2 lanes + intersection improvements	Local	\$3,500,000	\$3,500,000
40	72	I-180	I-80 to US-6	Reconstruction + bridges	State	\$40,100,000	\$0
41	70	US 34	N79 to Malcolm Spur	4 lanes + intersection improvements	State	\$12,000,000	\$2,400,000
43	12	NW 40th St	W. Holdrege Street to W. Vine Street	2 lanes + intersection improvements	Local	\$3,500,000	\$3,500,000
44	9b	W. Holdrege St	Chitwood to NW 40th Street	2 lanes + intersection improvements	Local	\$2,975,000	\$2,975,000

Rank	Project ID	Street Name	Limits	Description	Agency	Project Cost (2016\$)	Local Portion (2016\$)
45	11	NW 40th St	W. Vine Street to US-6, including I-80 Overpass	Overpass	Local	\$11,500,000	\$11,500,000
46	54	Adams St	N. 90th St to N. 98th St	2 lanes + intersection improvements	Local	\$4,200,000	\$4,200,000
47	53	W. Fletcher Ave	NW 31st St to NW 27th St	2 lanes + intersection improvements	Local	\$3,200,000	\$3,200,000
48	63	S. 84th St	Yankee Hill Rd to Rokeyby Rd	4 lanes + intersection improvements	Local	\$10,500,000	\$10,500,000
49	4	W. Adams St	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	Local	\$7,000,000	\$7,000,000
50	55	S. 98th St	US 34 (O St) to A St	4 lanes + intersection improvements	Local	\$10,500,000	\$10,500,000
51	8	W. Van Dorn St	SW 40th Street to Coddington Avenue	2 lanes + intersection improvements	Local	\$10,500,000	\$10,500,000
52	20	Rokeyby Rd	S. 27th Street to S. 40th Street	2 lanes + intersection improvements	Local	\$7,000,000	\$7,000,000
53	3	W. Superior St	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	Local	\$7,400,000	\$7,400,000
54	6	NW 38th St	W. Adams Street to W. Holdrege Street	2 lanes + intersection improvements	Local	\$6,000,000	\$6,000,000
55	62	S. 70th St	Rokeyby Rd to Saltillo Rd	4 lanes + intersection improvements	Local	\$10,500,000	\$10,500,000
56	47	N. 98th St	Holdrege St to O St	Additional 2 lanes	Local	\$5,400,000	\$5,400,000
57	45	S. 98th St	A Street to Pioneers Boulevard	4 lanes + intersection improvements	Local	\$21,000,000	\$21,000,000
58	7	NW 70th St	W. Superior Street to W. Adams Street	2 lanes + intersection improvements	Local	\$7,000,000	\$7,000,000
59	66	W. Alvo Rd	NW 27th Street to Tallgrass	2 lanes + intersection improvements	Local	\$8,400,000	\$8,400,000
60	43	N. 98th St	Adams Street to Holdrege Street	2 lanes + intersection improvements	Local	\$8,000,000	\$8,000,000
61	46	S. 112th St	US-34 to Van Dorn Street	2 lanes + intersection improvements	Local	\$14,000,000	\$14,000,000
62	48	N. 112th St	Holdrege Street to US-34	2 lanes + intersection improvements	Local	\$9,100,000	\$9,100,000
64	15	NW 56th St	W. Cuming Street to W. Superior Street	2 lanes + intersection improvements	Local	\$3,200,000	\$3,200,000
65	28	Rokeyby Rd	S. 48th Street to S. 56th Street	2 lanes + intersection improvements	Local	\$7,000,000	\$7,000,000
68	73	US 34	US 34 and Fletcher Ave	New interchange	State	\$25,000,000	\$0
69	22	Denton Rd	Amaranth Ln to S. Folsom St	2 additional lanes	Local	\$4,000,000	\$4,000,000
70	16	W. Cuming St	NW 56th Street to NW 52nd Street	2 lanes + intersection improvements	Local	\$1,800,000	\$1,800,000
71	64	S. 84th St	Rokeyby Rd to Saltillo Rd	4 lanes + intersection improvements	Local	\$10,500,000	\$10,500,000

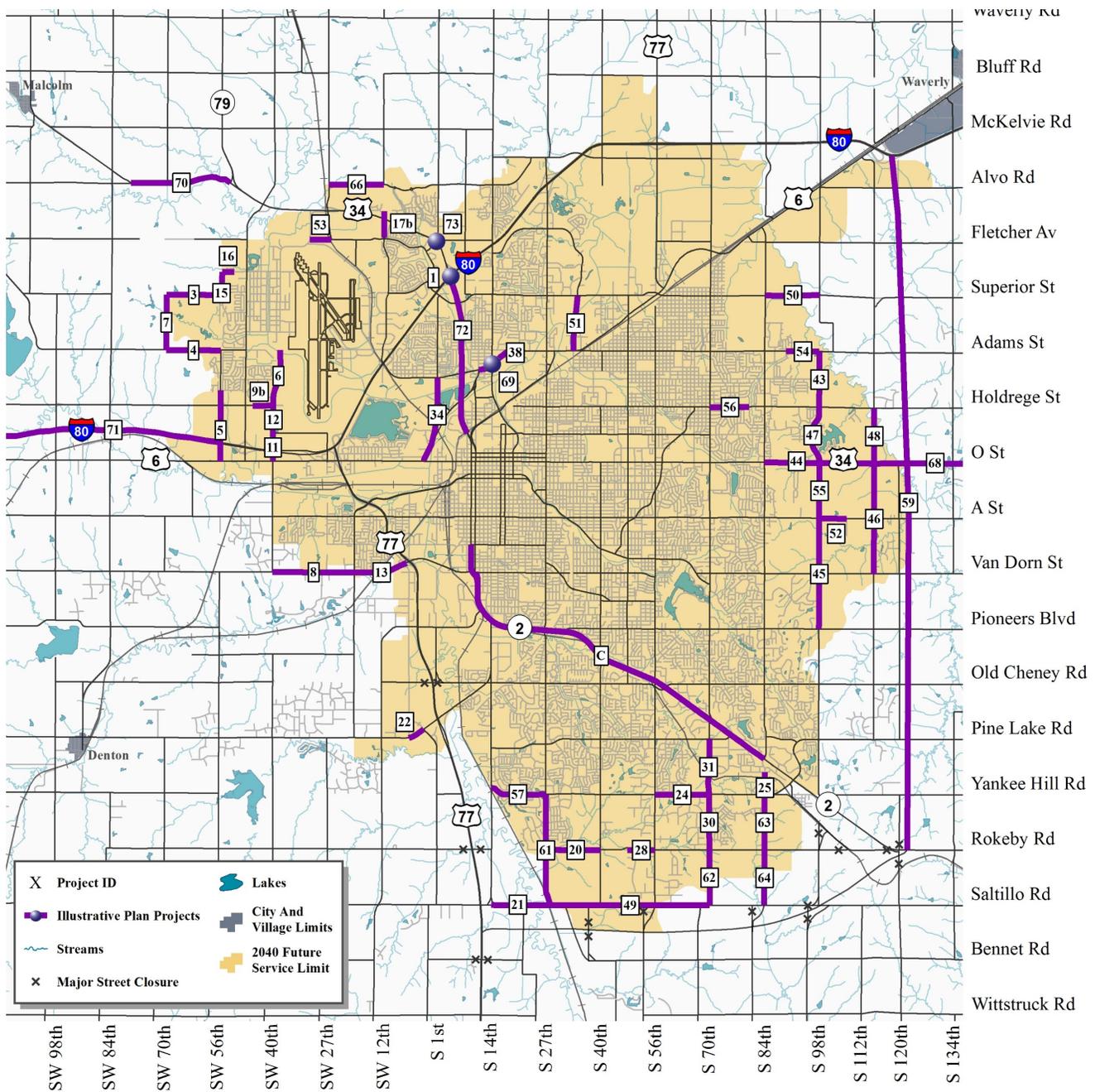


Figure 40. Illustrative Plan (Unfunded) Roadway Capital Projects

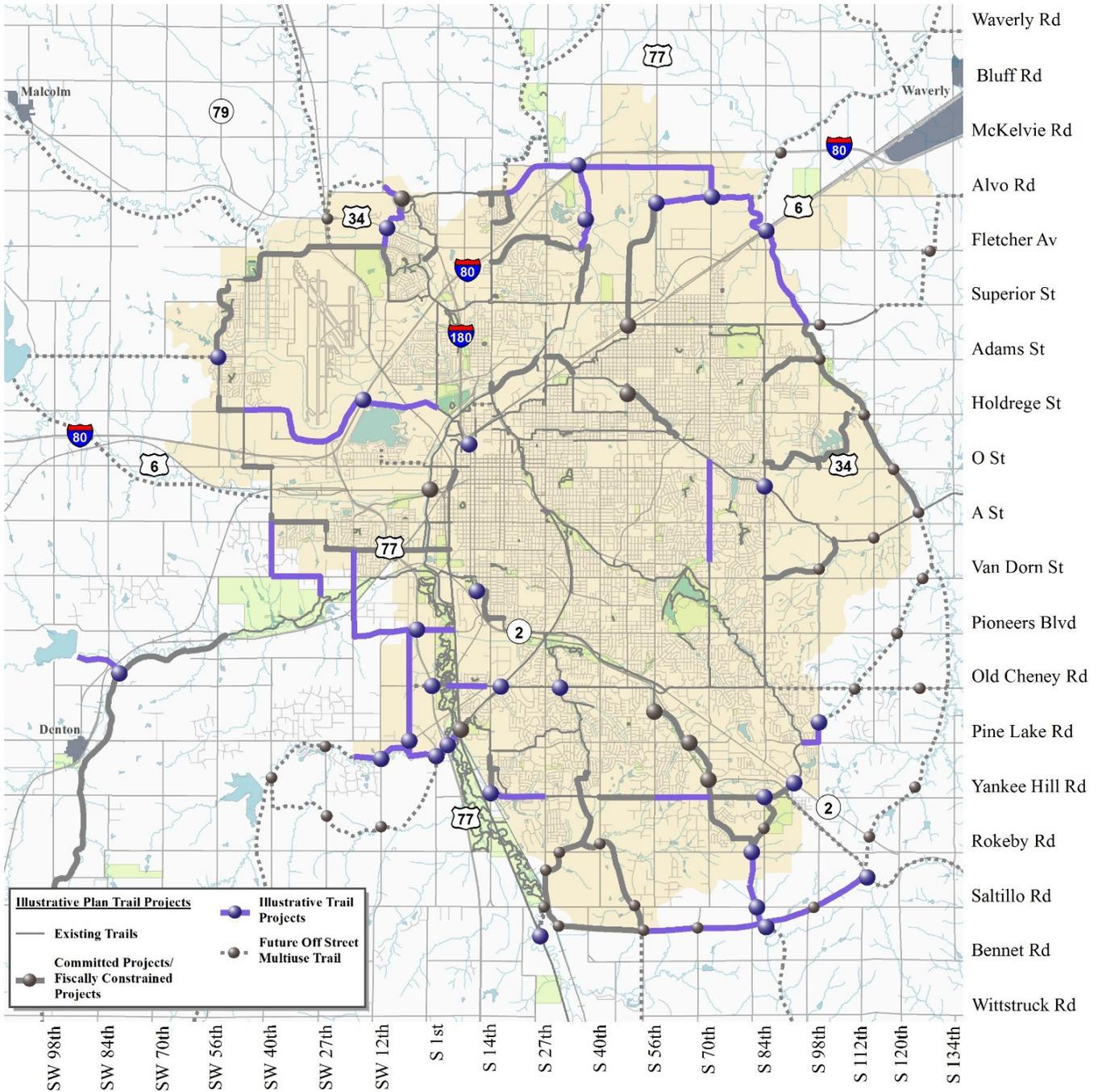


Figure 41. Illustrative Plan (Unfunded) Trail Projects

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