

LINCOLN MPO / LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT

Lincoln MPO Long Range Transportation Plan Amendment: Lincoln South Beltway April 17, 2014

Proposal: The Nebraska Department of Roads in coordination with the City of Lincoln and Lancaster County is requesting an amendment to the Lincoln Metropolitan Planning Organization (MPO) *2040 Long Range Transportation Plan (LRTP)* and supporting Technical Report to show the Lincoln South Beltway project as a priority project by moving it from the listing of Unfunded State Projects to the list of Committed State Projects and revising the fiscally constrained project listing of MPO Roadway Projects in the Transportation Plan.

Conclusion: Staff agrees with the Nebraska Department of Roads proposal to amend the Lincoln MPO *2040 Long Range Transportation Plan* to identify the Lincoln South Beltway project as a priority project in the listing of committed State Projects and in the fiscally constrained listing of Roadway Projects in the Transportation Plan. The amendment includes specific wording revisions and map updates in the LRTP and supporting Technical Report documents that relate to the Lincoln South Beltway project. The specific LRTP document and map revisions are outlined below in this report.

Recommendation:

Approval

General Information:

Applicant: Nebraska Department of Roads

Contact: Mike Owen, Division Engineer
Planning & Project Development Division
Nebraska Department of Roads
Lincoln, Nebraska 68509

Description: Lincoln South Beltway project is a new four-lane divided freeway located in Lancaster County south of the City of Lincoln. The 11-mile roadway segment will be engineered to State Expressway standards with access at freeway designed interchanges only. Acquisition of additional permanent property rights will be required.

Location: The freeway will begin on Nebraska Highway 2 (N-2) at South 148th Street, diverge at the intersection of South 120th Street, and run south of Saltillo Road, proceeding west to U.S. Highway 77 (US-77) between Saltillo Road and Bennet Road. The freeway will include interchanges at US-77, Saltillo Road,

27th Street, 68th Street, 84th Street, and 120th Street. Overpass structures are proposed at 25th Street, the Homestead Trail, BNSF Railroad, 54th Street, Saltillo Road (east of 98th Street), the OPPD Rail Spur, and 134th Street.

South Beltway Amendment Schedule:

- Project briefing for the Lincoln MPO Technical Committee: April 10, 2014
- Initial review by the Lincoln MPO Technical Committee: April 24, 2014
- Lincoln-Lancaster Planning Commission Public Hearing: May 7, 2014
- Final review by the Lincoln MPO Technical Committee: May 22, 2014
- Review and action by the Lincoln MPO Officials Committee: June 5, 2014

Lincoln MPO 2040 Long Range Transportation Plan

The *2040 Long Range Transportation Plan* provides the blueprint for the planning area's transportation planning process through year 2040. The transportation planning process was a collaborative effort between the City of Lincoln, Lancaster County, the Nebraska Department of Roads (NDOR), StarTran transit and other agencies, where the multi-modal transportation system was evaluated and a set of recommendations were made with extensive public input. The plan reflects road improvement types according to specific street design standards, identifying the number of lanes and the right-of-way required for proposed improvements. The financial analysis for the plan includes a detailed analysis of funding demands, limitations and priorities. A key element is a detailed financial plan and an illustrative list of transportation projects based on consultation with stakeholders and interest groups. The Transportation Plan was reviewed at a series of public hearings by the Lincoln-Lancaster Planning Commission and adopted by the Lincoln MPO on December 1, 2011. The Transportation Plan meets all federal requirements and addresses the goals, objectives, and strategies to meet the community's vision for the future.

Title 23 of the Federal Rules & Regulations, Section 450.332: "The metropolitan planning process shall include the development of a transportation plan addressing no less than a 20 year planning horizon..." and "... shall include both long-range and short-range strategies/actions that lead to the development of an integrated multi-modal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand."

Transportation Plan Project Listing

The Transportation Plan was developed to address the area's future travel needs with the expected federal, state, and local funding available through the 2040 planning period. The Transportation Plan provides a balance for a multi-modal system improvement projects with the transportation funding that can reasonably be anticipated from public and private sources. The recommended system of transportation improvements listing includes a description and year of expenditure cost estimate for specific projects by location. Each roadway project is prioritized to best address the basic system of improvements to meet future demand. All projects are prioritized and fit into a fiscally constrained program of specific projects and funded improvements.

An action plan of short-range strategies covering the first half of the plan were prioritized and programed in the Plan to meet projected near-term needs. The near-term list of projects are proposed to be implemented within the first 15 years of plan adoption or year 2025. The second phase of the Plan are the long-range system improvements and strategies. The long-term program of projects are those projected to be funded during the outer years of the plan but initiated before the plan horizon or year 2040. The remaining system improvements fill out the Needs Based Plan of roadway projects which include the unfunded or illustrative list of projects. These are projects that would be included in the fiscally constrained program of projects in the approved transportation plan if reasonable additional resources beyond those identified in the financial plan were available.

Lincoln South Beltway

The Lincoln South Beltway has long been a project included in the Lincoln and Lancaster County Plans. This roadway is expected to provide an alternative route for traffic traveling around the City of Lincoln, particularly truck traffic. Together with the West Bypass (US-77) it will form a route around the urban core of the City of Lincoln. The Lincoln South Beltway project is listed as an unfunded State project or illustrative project in the current *Long Range Transportation Plan*. Even though funding has long been identified for the engineering and design process, and the financially constrained plan provides for the required 20% local match to fund the project, a complete package of committed funding for construction was not available at the time the Transportation Plan was adopted.

Project History: Originally conceived in the 1970s, the Lincoln Beltway System concept has undergone a number of variations. An Environmental Impact Statement (EIS) for the south and east beltway system concepts was approved in 2002 with the City of Lincoln as the lead agency. NDOR assumed the south beltway project as an alternative routing for N-2. NDOR project refinements progressed until 2006 on the south beltway when the development was placed on hold. The south beltway project was shelved in 2008 due to lack of a foreseeable funding source.

The NDOR has now been provided state funding which, coupled with federal and local assistance, makes development, design, and construction of the Lincoln South Beltway possible. A design consultant has been hired and preliminary engineering is currently underway. Additionally an Environmental Assessment (EA) study is in process to reevaluate the 2002 EIS. Funding will be available through the Build Nebraska Act (LB-84) as early as fiscal year 2020. The construction will take several years to complete and will require the purchase of new property rights.

Accommodation of Traffic: The Lincoln South Beltway will address regional population growth and land development by accommodating future traffic demand. This new four-lane divided roadway will allow N-2 traffic to reach US-77 as an alternate route for local, regional, and interstate traffic traveling around the City of Lincoln. It will better provide for regional transportation needs by improving traffic flow and providing an alternate route for traffic movements not originating in or destined for the City of Lincoln urban center and will create an alternate truck route that reduces conflicts between automobiles and trucks. The addition of the Beltway is expected to improve both freight transport and traffic safety and

improve traffic flow and reduce conflicts and congestion throughout the area. Benefits of the Beltway are being documented as part of the Nebraska Department of Roads Lincoln South Beltway Environmental Assessment and Preliminary Engineering analysis and in the results of the Travel Demand Forecasting analysis.

Project Timing: The Lincoln South Beltway project was shelved in 2008 due to lack of funding. The NDOR now has a state funding source with Build Nebraska Act funds, coupled with federal aid and local funds. With funds obligated for the South Beltway, the project development resumed in 2013.

Estimated Construction Schedule: Construction is tentatively scheduled to begin between 2020 and 2023, and could be completed in five to seven years.

Right-of-way: Permanent property right acquisitions for right-of-way (ROW) are projected at about 730 acres. One commercial and three residential relocations are possible. Temporary easements (TE) and Control of Access (CA) rights will be necessary through the project area. ROW activities are scheduled to begin in 2016-2017.

Relinquishments: The existing N-2 roadway between approximately 120th Street and US-77 will be relinquished or roadway control turned over to Lancaster County and the City of Lincoln at the completion of the beltway construction. Nebraska Link 55W (L-55W) between US-77 and N-2 (also known as Warlick Boulevard and 14th Street) will also be relinquished to the City of Lincoln.

Environmental: Impacts were previously considered and are being reevaluated and permanent wetland impacts are anticipated and will be mitigated locally or at a regional wetlands bank.

Estimated Cost: The estimated cost of the entire project is approximately \$200 million and will come from federal, state, and local funding. The primary funding will be derived from Build Nebraska Act funds, third phase of the 10-year State statewide funding plan. The City of Lincoln will participate with a 20% cost share.

Build Nebraska Act (LB 84)

The South Beltway is a State project that was not within the State's programmed budget at the time the *Long Range Transportation Plan* was adopted. Without a complete package of committed funding, the Lincoln South Beltway project was listed as an Unfunded State Project or illustrative project until funds became available. With the passage of the Build Nebraska Act (LB 84) during the 2011 State legislative session, dedicated road funding for the State's expressway system became available beginning in 2013. With a committed source of funding, the South Beltway project is able to move onto the State's list of committed or priority projects in MPO's financially constrained transportation plan.

L RTP Revisions for the South Lincoln Beltway Amendment

Document Revisions

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Table 2: State Projects

Add the following language in reference to South Beltway project:
South Beltway, US-77 to
Nebraska Highway 2 Corridor Protection and 4-Lane Freeway

Table 3: Unfunded State Projects

Strike this reference to South Beltway project:
~~South Beltway, US-77~~
~~South to Nebraska Highway 2~~ ~~4 Lane Expressway-Illustrative~~

Pages 40 and 41

Table 4: City of Lincoln Needs Based Capital Roadways Projects and Programs,

Update Table 4 to reflect the re-prioritization of the LRTP program of projects and capital plan. This reflects *Table 14: Roadway Capital Projects: Current and Year of Expenditure Revenues and Costs (\$M)*. (updated Table 14 is attached)

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South and East Beltways:

“The South Beltway is a ~~\$200~~ \$175 million State project that is ~~in currently not within~~ the State’s programmed budget. The State has completed preliminary engineering and done some level of work with landowners within the planned corridor. With the passage of the Build Nebraska Act (LB 84) during the 2011 State legislative session, road funding for the State’s expressway system ~~became will be~~ available beginning in 2013. ~~Should this project move back onto the State list of programmed projects, the Financially Constrained Plan provides for the \$35 million 20% local match to fund the project. If this occurs, an amendment and a reprioritization of road projects in the Financially Constrained Plan will be needed to coordinate with the State’s timing for the project.”~~

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Nebraska Highway 2:

“One of the largest roadway projects in ~~the first half of the~~ prioritized capital road program is the Highway 2 widening to 6-lanes project from Van Dorn Street to Old Cheney Road which is expected to be undertaken after the construction of the South Beltway project.”

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Table 12: Roadways: Current and Year of Expenditure Revenues and Costs (\$M)

Update Table 12 to reflect the re-prioritization of the LRTP program of projects and capital plan. This reflects *Table 14: Roadway Capital Projects: Current and Year of Expenditure Revenues and Costs (\$M)*. In the Year 2020, this will show as a lump sum

\$40 million payment to the South Beltway project and change the heading to eliminate a reference to a bond. (updated Table 14 is attached)

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South Beltway Local Funding Match:

Revise the discussion to state “The 20% match in local funds for the State’s South Beltway project is funded by local roadway funding in the Financially Constrained Plan with a lump sum payment in 2020 ~~15-year bond payment starting in Year 2026 and ending in 2040. The cost of this local match was inflated to Year 2026 dollars for Year of Expenditure financing purposes.~~ As a State project, the South Beltway is formally identified as ~~unfunded and illustrative only~~ in the State’s program and can reasonably expect to have the necessary funding for the project to be added to the prioritized list of funded projects. It will not become a formal project in the Financially Constrained Plan’s Roadway Capital Program until the State determines it has the necessary funding for the project and adds it to the State program. At that time a plan amendment to the 2040 Plan will be needed to accurately show the timing of the project, adjust the timing of other local projects as necessary, and to update the timing of the local 20% funding.”

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Map 16: Financially Constrained Roadway Plan:

Update the map to show the South Beltway as a 2012-2021 State Project. (attached)

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Table 14: Roadway Capital Projects: Current and Year of Expenditure Revenues and Costs(\$M):

Update Table 14 to reflect the re-prioritization of the LRTP program of projects and capital plan. (updated Table 14 is attached)

Technical Report Document Revisions

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2040 LRTP Urban Area Street Projects and Prioritizations:

Update Table to reflect the re-prioritization of the LRTP program of projects and capital plan. This reflects *Table 14: Roadway Capital Projects: Current and Year of Expenditure Revenues and Costs (\$M)*. (updated Table 14 is attached)

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Highway Allocation Funds (State Fuel Tax):

Revise to add discussion about the Build Nebraska Act: In 2011, the Nebraska Legislature approved and the Governor signed the Build Nebraska Act through LB84 which approved the use of ¼ cent of the statewide sales tax for use on roadway projects beginning July 1, 2013. A portion of this additional revenue goes to the local communities; the remainder of the revenue is to be used by the State on the State Highway System. This funding source is slated to be used by the State to pay for 80% of the South Beltway project costs.

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South Beltway Local Funding Match:

Revise discussion as follows: “The 20% match in local funds for the State’s South Beltway project is funded by local roadway funding in the Financially Constrained Plan with a lump sum payment in 2020 ~~15-year bond payment starting in Year 2026 and ending in 2040. The cost of this local match was inflated to Year 2026 dollars for Year of Expenditure financing purposes. As a State project, the South Beltway is formally identified as unfunded and illustrative only in the State’s program and can reasonably expect to have the necessary funding for the project to be added to the prioritized list of funded projects. It will not become a formal project in the Financially Constrained Plan’s Roadway Capital Program until the State determines it has the necessary funding for the project and adds it to the State program. At that time a plan amendment to the 2040 Plan will be needed to accurately show the timing of the project, adjust the timing of other local projects as necessary, and to update the timing of the local 20% funding.”~~

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2040 LRTP Capital Roadway Projects and Prioritizations:

Update Table to reflect the re-prioritization of the LRTP program of projects and capital plan. This reflects *Table 14: Roadway Capital Projects: Current and Year of Expenditure Revenues and Costs (\$M)*. (updated Table 14 is attached)

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Financially Constrained Roadway Plan:

Update the map to show the South Beltway as a 2012-2021 State Project.
(map is attached)

Prepared by:

Michael D. Brienzo, Transportation Planner
Lincoln MPO / Public Works & Utilities Department

Attachments (2)

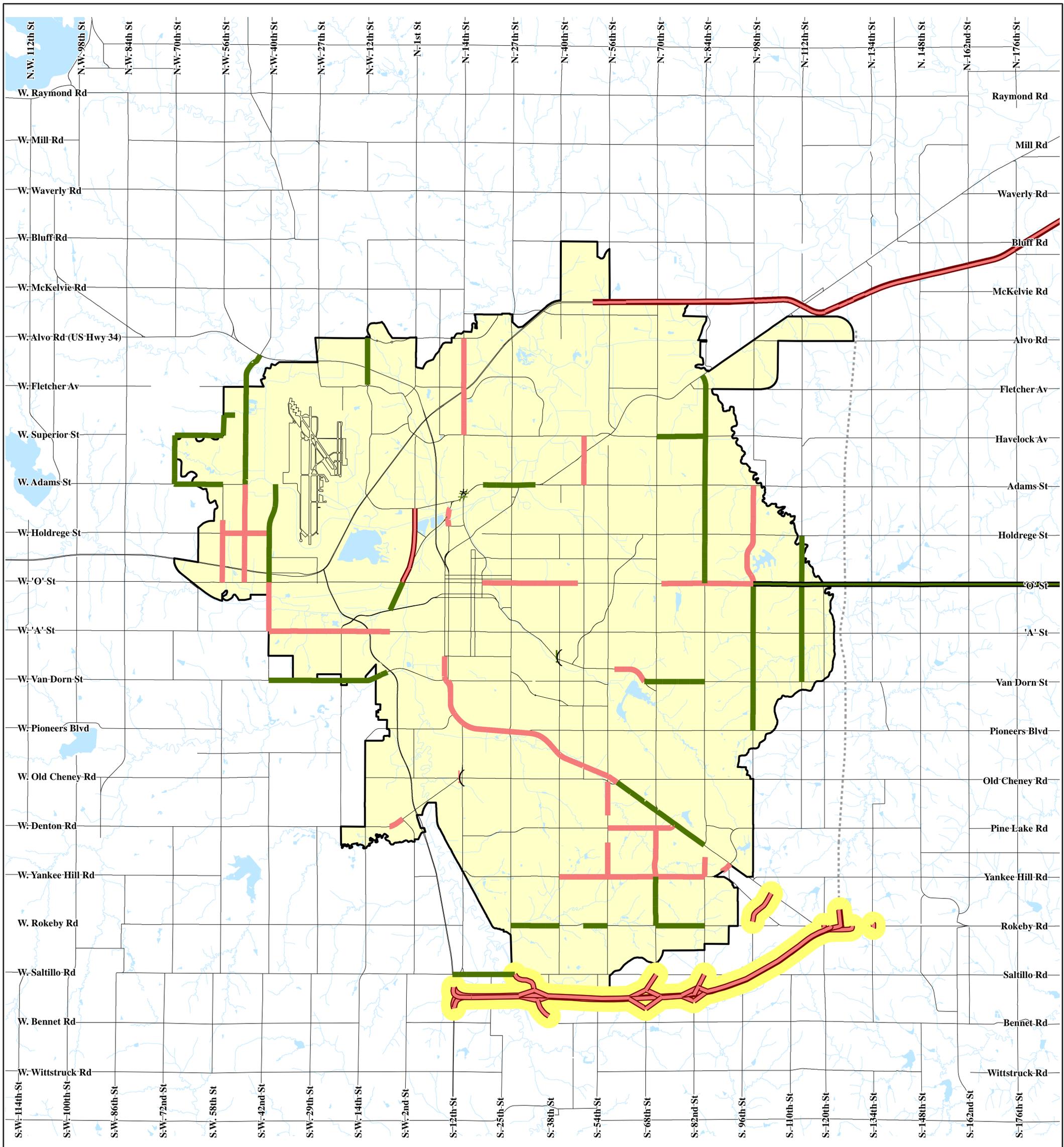
Table 14. Roadway Capital Projects: Year of Expenditure Revenues & Costs *

DRAFT

2020 South Beltway Lump Sum

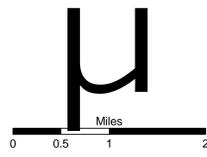
Year	Total Roadway Capital Revenues			Roadway Capital Project Description		Year of Expenditure	
	New Year of Expenditure \$	YOE Remaining From Previous Year	Total New & Remaining YOE \$	Facility/Project Name	Project Type	Project Cost: Year of Expenditure	Remaining Year of Expenditure Balance
2012	\$16,029,829		\$16,029,829	N. 14th Street, Superior to Alvo	4 lanes + turn lanes	\$5,604,000	\$10,425,829
				SW 40th Viaduct	Viaduct over BNSF Railroad	\$6,500,000	\$3,925,829
2013	\$16,820,624	\$3,925,829	\$20,746,454	S. 56th Street, Shadow Pines Dr. to Old Cheney Road	4 lanes + turn lanes	\$7,493,250	\$13,253,204
				S. 14th Street / Warlick Boulevard / Old Cheney Road	Major Intersection Work	\$10,918,000	\$2,335,204
2014	\$16,872,857	\$2,335,204	\$19,208,061	NW 48th Street, Adams to US-6	4 lanes + turn lanes	\$18,982,577	\$225,484
2015	\$17,015,653	\$225,484	\$17,241,137	Pine Lake Road, S. 61st Street to Hwy-2	4 lanes + turn lanes	\$7,215,260	\$10,025,877
				N. 10th Street, US-6 to Military Road, including Salt Creek Bridge	4 lanes + turn lanes	\$8,872,071	\$1,153,805
2016	\$16,956,510	\$1,153,805	\$18,110,316	W. "A" Street, SW. 40th Street to Coddington Avenue	2 lanes + turn lanes	\$4,527,899	\$13,582,416
				W. "A" Street, Coddington to Folsom	2 lanes + turn lanes	\$3,061,988	\$10,520,428
				W. Holdrege Street, NW 56th Street to NW 48th Street	2 lanes + turn lanes	\$1,406,672	\$9,113,756
				NW 56th Street, W. Partridge Lane to W. "O" Street	2 lanes + turn lanes	\$4,322,714	\$4,791,042
2017	\$17,007,713	\$4,791,042	\$21,798,755	S. 70th Street, Pine Lake Road to Yankee Hill Road	4 lanes + turn lanes	\$6,867,054	\$14,931,701
				S. 84th Street, Amber Hill Road to Yankee Hill Road	4 lanes + turn lanes	\$2,947,162	\$11,984,539
				N. 48th Street, Adams to Superior	4 lanes + turn lanes	\$8,458,473	\$3,526,066
2018	\$17,053,335	\$3,526,066	\$20,579,401	US-6 (Sun Valley Blvd.), Corn. Hwy (US-6) to W "O" St.(US-6), including R.R Overpass (local 20% share)	4 lanes + turn lanes	\$5,810,840	\$14,768,561
				N. 98th Street, Adams Street to Holdrege Street	2 lanes + turn lanes	\$5,592,425	\$9,176,136
2019	\$17,093,163	\$9,176,136	\$26,269,299			\$0	\$26,269,299
2020	\$17,126,975	\$26,269,299	\$43,396,274	South Beltway, US 77 to Hwy-2 (Local share of project) - see South Beltway project below in the State program	PE, ROW, Construction	\$40,000,000	\$3,396,274
2021	\$18,286,503	\$3,396,274	\$21,682,776	US-34 ("O" St.), Antelope Valley N/S Rdwy. (19th St.) to 46th Street	6 lanes + turn lanes	\$19,782,915	\$1,899,861
NDOR 10 Year 2012 - 2021 Improvements	\$32,897,984		\$32,897,984	I-80, US-77 to NW 56th	Widen to 6 lanes/10 Year	\$32,897,984	\$0
	\$5,134,112		\$5,134,112	NW 48th Street Bridge over I-80	2 Bridges over 6-lane I-80	\$5,134,112	\$0
	\$2,831,903		\$2,831,903	NW 56th Street Bridge over I-80	1 Bridge over 6-lane I-80	\$2,831,903	\$0
	\$12,546,143		\$12,546,143	US-34 West, west city limits to Malcolm Spur	4 lanes + turn lanes	\$12,546,143	\$0
	\$11,441,872		\$11,441,872	US-6 West, west city limits to west county line	Paving Improvements	\$11,441,872	\$0
	\$19,465,948		\$19,465,948	US-6 (Sun Valley Boulevard), "O" Street to Cornhusker Highway (80% of Project Cost)	4 lanes + turn lanes	\$19,465,948	\$0
	\$15,784,477		\$15,784,477	US-79, US-34 to County Line	Paving Improvements	\$15,784,477	\$0
	\$23,200,000		\$23,200,000	Safety Projects (80% of State safety program projects)	Program	\$23,200,000	\$0
	\$160,000,000		\$160,000,000	South Beltway, US 77 to Hwy-2 (State share of project)	PE, ROW, Construction	\$160,000,000	\$0
2022	\$18,324,583	\$1,899,861	\$20,224,445			\$0	\$20,224,445
2023	\$18,356,213	\$20,224,445	\$38,580,657	US-34 ("O" St), Wedgewood Drive to 98th Street	6 lanes + turn lanes	\$2,825,521	\$15,755,136
				S. 56th Street, Thompson Creek Boulevard to Yankee Hill Road	4 lanes + turn lanes	\$5,730,475	\$10,024,661
				Yankee Hill Road, S. 40th Street to S. 56th Street	4 lanes + turn lanes	\$8,261,066	\$1,763,595
2024	\$18,381,155	\$1,763,595	\$20,144,750	Yankee Hill Road, S. 56th Street to S. 70th Street	4 lanes + turn lanes	\$8,570,732	\$11,574,018
				Yankee Hill Road, S. 70th Street to S. 84th Street	additional 2 lanes	\$5,526,273	\$6,047,744
				Yankee Hill Road, Railroad Crossing to Hwy-2	2 lanes + turn lanes	\$2,452,771	\$3,594,973
				S. 9th Street, Van Dom to South Street	3-lanes + turn lanes	\$2,941,623	\$653,351
2025	\$21,399,168	\$653,351	\$22,052,519	Hwy 2: Phase I - Van Dom thru S. 14th	6 lanes + turn lanes	\$13,745,034	\$8,307,485
2026	\$25,503,623	\$8,307,485	\$33,811,108	Hwy 2: Phase II - S. 14th thru S. 33rd	6 lanes + turn lanes	\$14,157,385	\$19,653,724
2027	\$25,611,552	\$19,653,724	\$45,265,276	Hwy 2: Phase III - S. 33rd thru South 56th/Old Cheney Road	6 lanes + turn lanes	\$29,164,214	\$16,101,063
				Normal Boulevard, S. 58th Street to Van Dorn Street	4 lanes + turn lanes	\$8,028,622	\$8,072,441
				W. Holdrege Street, NW 48th Street to NW 40th Street	2 lanes + turn lanes	\$2,217,966	\$5,854,474
				West Denton Road, Amaranth Lane to S. Folsom Street	additional 2 lanes	\$1,304,120	\$4,550,354
				N. 98th Street, US 34 to Holdrege	additional 2 lanes	\$3,786,472	\$763,883
2028	\$27,714,661	\$763,883	\$28,478,544	S. 98th Street, US-34 to "A" Street	4 lanes + turn lanes	\$12,660,957	\$15,817,586
				S. 112th Street, US-34 to Van Dorn Street	2 lanes + turn lanes	\$9,882,873	\$5,934,713
2029	\$27,812,769	\$5,934,713	\$33,747,482	N. 112th Street, Holdrege Street to US-34	2 lanes + turn lanes	\$8,867,356	\$24,880,126
				Saltillo Road, Highway 77 to S. 27 th Street	2 lanes + turn lanes	\$7,030,815	\$17,849,310
				W. Adams Street, NW 70th Street to NW 56th Street	2 lanes + turn lanes	\$4,334,971	\$13,514,339
				W. Van Dorn Street, Coddington Avenue to US-77	2 lanes + turn lanes	\$4,646,669	\$8,867,670
				W. Van Dorn Street, SW 40th Street to Coddington Avenue	2 lanes + turn lanes	\$8,277,507	\$590,163
2030	\$27,905,694	\$590,163	\$28,495,857	Rokeby Road, S. 70th Street to S. 84th Street	2 lanes + turn lanes	\$4,431,855	\$24,064,002
				Rokeby Road, S. 27th Street to S. 40th Street	2 lanes + turn lanes	\$4,994,928	\$19,069,074
				Rokeby Road, S. 48th Street to S. 56th Street	2 lanes + turn lanes	\$2,068,790	\$17,000,284
				W. Cuming Street, NW 56th Street to NW 52nd Street	2 lanes + turn lanes	\$1,086,367	\$15,913,917
				NW. 56th Street, W. Cuming Street to W. Superior Street	2 lanes + turn lanes	\$2,321,273	\$13,592,644
				W. Superior Street, NW 70th Street to NW 56th Street	2 lanes + turn lanes	\$4,366,577	\$9,226,067
				NW 70th Street, W. Superior Street to W. Adams Street	2 lanes + turn lanes	\$4,465,021	\$4,761,046
2031	\$29,306,935	\$4,761,046	\$34,067,981	Hwy-2, Old Cheney Road to S. 84th Street (Corridor Protection)	6 lanes + turn lanes	\$28,974,303	\$5,093,678
NDOR 11-20 Year 2022 - 2031 Improvements	\$96,798,791		\$96,798,791	I-80, Pleasant Dale to NW 56th with Related Bridges	Widen to 6 lanes/10-20 Year	\$96,798,791	\$0
	\$30,065,057		\$30,065,057	I-180, Reconstruction with Related Bridges	Reconstruction/10-20 Year	\$30,065,057	\$0
	\$15,938,652		\$15,938,652	I-180, I-80/I-180 Reconstruction	Interchange/10-20 Year	\$15,938,652	\$0
	\$50,575,804		\$50,575,804	US-34 East, 84th Street to east county line	4 lanes + turn lanes/10-20 Year	\$50,575,804	\$0
2032	\$29,408,647	\$5,093,678	\$34,502,325	S. 98th Street, "A" Street to Pioneers Boulevard	4 lanes + turn lanes	\$20,692,335	\$13,809,990
2033	\$28,527,448	\$13,809,990	\$42,337,438			\$0	\$42,337,438
2034	\$28,606,352	\$42,337,438	\$70,943,791	N. 84th Street, US-6 to US-34	6 lanes + turn lanes	\$65,163,849	\$5,779,942
2035	\$28,679,296	\$5,779,942	\$34,459,238			\$0	\$34,459,238
2036	\$30,161,296	\$34,459,238	\$64,620,535	Sun Valley Blvd. Extension, W. O Street to Rosa Parks Way	4 lanes + turn lanes + RR overpass	\$36,733,488	\$27,887,047
				US-6 (Corn. Hwy), N. 20th Street to N. 33rd Street	6 lanes + turn lanes	\$20,141,150	\$7,745,897
				NW 40th Street, W. Holdrege Street to W. Vine Street	2 lanes + turn lanes	\$2,695,121	\$5,050,776
2037	\$30,242,973	\$5,050,776	\$35,293,749	NW 40th Street, W. Vine Street to US-6, including I-80 Overpass	Overpass	\$14,166,422	\$21,127,327
2038	\$30,318,430	\$21,127,327	\$51,445,757	NW 48th Street, US-34 to Adams	2 lanes + turn lanes	\$23,586,820	\$27,858,937
				N. 14th Street and US-6, Interchange	Interchange	\$19,308,005	\$8,550,932
2039	\$30,387,478	\$8,550,932	\$38,938,411	Van Dorn Street, Normal Boulevard to S. 84th Street	4 lanes + turn lanes	\$16,862,085	\$22,076,326
				Havelock Avenue, N. 70th Street to N. 84th Street	2 lanes + turn lanes	\$5,697,393	\$16,378,933
				S. 40th Street / Normal Boulevard / South Street	Major Intersection Work	\$11,106,445	\$5,272,488
2040	\$30,449,928	\$5,272,488	\$35,722,416	NW 12th Street, W. Alvo Road to Fletcher Avenue , US 34 Overpass	2 lanes + turn lanes + overpass	\$15,503,620	\$20,218,795
				S. 70 th Street, Yankee Hill Road to Rokeby Road	2 lanes + turn lanes	\$6,514,318	\$13,704,477
				NW 38th Street, W. Adams Street to W. Holdrege Street	2 lanes + turn lanes	\$6,503,588	\$7,200,890

* Year of Expenditure indicates the planned year funding is appropriated to the project. This designation does not necessarily mean the project will be constructed during that identified year.



2040 Financially Constrained Roadway Projects

- 2040 Future Service Limit
- Major Intersection Work - 2012 - 2025 Projects
- Major Intersection Work - 2026 - 2040 Projects
- Interchange - 2026 - 2040 Projects
- 2012 - 2025 Projects
- 2026 - 2040 Projects
- 2012 - 2021 State Projects
- 2022 - 2031 State Projects
- Beltway Corridor Protection



LINCOLN - LANCASTER COUNTY
PLANNING DEPARTMENT

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