

# **Transportation Improvement Program FY 2007-2009 and 2010-2012**

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**Lincoln City/Lancaster County Nebraska**

**July 2006**



MAYOR COLEEN J. SENG  
lincoln.ne.gov

Office of the Mayor  
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July 28, 2006

Art Yonkey, Manager  
Transportation Planning & Project Development  
Nebraska Department of Roads  
Lincoln, Nebraska 68509

RE: *Lincoln City-Lancaster County FY 2007-2009 and FY 2010-2012  
Transportation Improvement Program*

Dear Mr. Yonkey:

The *FY 2007-2009 and FY 2010-2012 Lincoln City-Lancaster County Transportation Improvement Program (TIP)* was reviewed by the Metropolitan Planning Organization (MPO) Technical Committee on May 18, 2006, had public hearing by the Planning Commission on May 24, 2006 and was accepted by the Officials Committee on July 27, 2006 with a finding of "in conformance" with the current Long Range Transportation Plan which was approved by the MPO Officials Committee on June 13, 2002.

The intent of the Lincoln MPO is that the approved Transportation Improvement Program serve as the vehicle for project selection. The federally funded projects having the highest priority are identified in the TIP as FY 2007 projects and are selected first. According to this sequence, the projects identified in the FY 2008 element would be selected next and projects in FY 2009 would be selected last.

On behalf of the Lincoln Metropolitan Planning Organization, I endorse the above action of the Officials Committee.

Sincerely,

Coleen J. Seng,  
Mayor of Lincoln

cc: Officials Committee

William M. Brownell, Federal Highway Administration  
Mokhtee Ahmad, Federal Transportation Administration  
Mike Brienzo, Public Works & Utilities Department





**CITY OF LINCOLN**  
**NEBRASKA**

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Art Yonkey, Manager  
Transportation Planning & Project Development  
Nebraska Department of Roads  
Lincoln, Nebraska 68509

RE: 2006 Certification of the Urban Transportation Planning Process, Lincoln, Nebraska

Dear Mr. Yonkey:

As identified in the existing and proposed FHWA/FTA Urban Transportation Planning regulations (23 CFR 450 and 49 CFR 613), it is the responsibility of the Metropolitan Planning Organization (MPO), in conjunction with the State, to certify that the transportation planning process complies with all applicable federal laws and regulations. A self-review process has been conducted to evaluate whether the Lincoln, Nebraska urban transportation planning process conforms with applicable federal laws and regulations. A compliance evaluation report has been reviewed by the MPO Technical Committee on July 20, 2006 and the Officials Committee on July 27, 2006 with no deficiencies in the process being identified for corrective action.

On behalf of the Lincoln Metropolitan Planning Organization, I endorse the compliance evaluation and resolve that the Urban Transportation Planning Process for the Lincoln, Nebraska urbanized area meets the requirements of 23 CFR 450.334(a) [Federal Register / Vol. 71, June 9, 2006 / Proposed Rules].

Sincerely,

Coleen J. Seng  
Mayor of Lincoln

cc: Officials Committee  
William M. Brownell, Federal Highway Administration  
Mokhtee Ahmad, Federal Transportation Administration  
Mike Brienzo, Public Works & Utilities Department



**Transportation Improvement Program  
FY 2007-2009 and 2010-2012**

**Lincoln/Lancaster County Nebraska  
June, 2006**

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**Approval Dates**

Technical Committee

May 18, 2006

Planning Commission Public Hearing

May 24 & June 7, 2006

Officials Committee

July 27, 2006

Metropolitan Planning Organization

July 28, 2006

# Introduction

### Preface

Federal regulations require that a region's urban transportation planning process include the cooperative development of the Transportation Improvement Program (TIP), a staged multi-year program of projects consistent with a Long-Range Transportation Plan (LRTP). The TIP is developed cooperatively by agencies within the local Metropolitan Planning Organization (MPO) and the Nebraska Department of Roads (NDOR).

### The Metropolitan Planning Organization

The MPO is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in comprehensive transportation planning. MPOs are responsible for carrying out the urban transportation planning process, through the development of a LRTP and a six-year TIP. There are three MPOs located within the state of Nebraska (Omaha, Lincoln, and Sioux City). For the Lincoln/Lancaster Metropolitan Area, the MPO is the City of Lincoln.

### The Transportation Improvement Program (TIP)

The TIP is a programming document that identifies the timing and funding of all highway, bridge, transit, bicycle, and pedestrian transportation projects scheduled for implementation in the MPO planning area over a six-year period using federal transportation funds. According to federal regulations governing transportation planning (SAFETEA-LU), the transportation improvement program is to be a staged multiyear program of transportation improvement projects that *"shall cover a period of not less than four years and be consistent with the urban area transportation plan."*

The TIP is directly related to the City and County's Capital Improvement Programs and is prepared in conjunction with the Lincoln CIP each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program includes "Priority Year" projects which are a listing of projects to be carried out within the first three years of the program, FYs 2007, 2008 and 2009. The "Outyear" projects listed in this program are for informational purposes to show the programming intent for future years.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. The TIP and the projects it contains must be consistent with the goals and objectives identified in the current Long-Range Transportation Plan for Lincoln and Lancaster County. The TIP is part of the MPO's effort to establish and maintain the planning process required by the federal government as a condition for receipt of federal transportation funding. The TIP development process requires only projects eligible for federal aid. However, the TIP document may include, for informational purposes, non-federally funded projects occurring in this region. The federal new government regulations require the TIP to be updated and adopted by the local MPO at least every four years.

## **The Statewide Transportation Improvement Program (STIP)**

Since the TIP becomes part of the State Transportation Improvement Program (STIP), the frequency and cycle for updating the TIP is compatible with STIP development and approval process.

The STIP begins as a compilation of the regional TIP's that have been adopted by the MPOs and develops into a comprehensive list of all highway (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. All federally funded projects proposed to begin between October 1<sup>st</sup> and September 30<sup>th</sup> from all of the regional TIP's across the state are included in this STIP. Federally funded projects in rural areas are also included in the STIP. The STIP is required to be updated every four years and to include a minimum four-year listing of federal-aid projects for approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

## **Long Range Transportation Plan**

The *Long Range Transportation Plan* (LRTP) for the Lincoln MPO is contained in the *Lincoln and Lancaster County Comprehensive Plan*. Included in the LRTP are specific long-range plans for the Lincoln Area Pedestrian, Bicycle and Trails facilities; Future Urban Street and Road Network Plans which include the Functional Street and Road Classifications, Urban Area Street Improvements, and County Road Improvements; a Goods and Freight Movement Plan; and generalized plans for Public Transportation, Railroads, and Airports and Airfields.

During the FY 2001-2002, the City and County initiated the planning effort for the creation of the new Comprehensive Plan and Long Range Transportation Plan. This Plan was reviewed by the Lincoln-Lancaster Planning Commission and was recommended to the Lincoln City Council and Lancaster County Board on April 3, 2002. The Lincoln City Council and Lancaster County Board held joint public hearings on May 8 and May 22, 2002. The final Plan was adopted on May 28, 2002 by the City Council and County Board; and the Mayor signed the resolution on May 29, 2002. The Lincoln MPO Officials Committee review and action with the MPO endorsement was executed on June 13, 2002.

To see that this year's program of transportation projects is working in accord with the transportation plan, a review was undertaken with the *Plan*. This listing of transportation projects was found to be consistent with the current *Long Range Transportation Plan* with the exception of segment of one project within the Antelope Valley set of projects. A Comprehensive Plan Amendment to the Transportation Plan addresses this difference is to run concurrent with the TIP review and adoption process.

## **Geographic Area the TIP Covers**

The Lincoln Metropolitan Planning Area encompasses the entire metropolitan statistical area as defined by the Bureau of the Census which is the County of Lancaster. Projects *outside* the MPO metropolitan planning area fall primarily under the purview of the NDOR.

## **Types of Projects Included in the TIP**

Federal regulations require that any transportation project within the metropolitan planning area that is to be funded with U.S. Department of Transportation funds must be included in the TIP. The types of projects listed below are eligible for federal funding.

- Projects on the federal aid system (road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, etc.)
- Public transportation (vehicle maintenance and operations, capital improvement projects, mass transit system construction, etc.)
- Projects that are not on the federal aid system, but may be eligible for federal funding for other reasons (e.g. bridge projects, bicycle and pedestrian facilities, etc.). The projects, however, must be linked to the transportation network.

## **Public Involvement Process**

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the *Lincoln-Lancaster County Comprehensive Plan* and *Long Range Transportation Plan* to the programming of projects and the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of a 25 year transportation plan, 2) the street improvement program which identifies priorities for planned projects, 3) Capital Improvement Programs for a period of six years, 4) Project Design and Project Construction. The first two steps are included in the long range planning process, the third step consolidates the Capital Improvement Programs of the City and County with the Transportation Improvement Program (TIP) and the last step is the specific project design and development.

The City and the County each have an established procedure for adopting improvement programs. Both City and County processes include review by the City-County Planning Commission for compliance with the Comprehensive Plan and formal advertised Public Hearings before the Planning Commission and City Council or County Board. The Railroad Transportation Safety District (RTSD) also allows for public input within open advertised public meeting. The consolidation of these improvement programs are coordinated in the TIP as reviewed by the Technical Committee before it is referred to a formal hearing by the Planning Commission. The Planning Commission forwards their recommendation to the MPO Officials Committee for execution and transmittal to the State for inclusion in the STIP.

## INTERIM GUIDANCE ON IMPLEMENTATION OF SAFETEA-LU PLANNING PROVISIONS

Below is the joint FHWA/FTA interim guidance for State/Local planning partners in implementing SAFETEA-LU as they apply directly to STIPs and metropolitan TIPs. These are short summaries of key changes to the statutory requirements for planning reviews followed by guidelines for how FHWA Division and FTA Region Offices will administer and oversee highway and transit programs during this TEA-21/SAFETEA-LU transitional period. The new SAFETEA-LU legislation adds new provisions that will need to be fully implemented for metropolitan TIPs adopted after July 1, 2007. We can begin addressing these new elements this year since they readily fit into our process and program.

**TIP/STIP Cycles and Scope:** STIPs and metropolitan TIPs must be updated at least every 4 years and must contain at least 4 years of projects and strategies. *The 4-year frequency cycle and the 4-year scope requirements go hand-in-hand and must be implemented together, for any STIP or metropolitan TIP adopted after July 1, 2007.*

**Visualization Techniques in Plans and Metropolitan TIP Development:** As part of transportation plan and TIP development, MPOs shall employ visualization techniques (see amended 23 U.S.C. 134(i)(5)(C)(ii) and 49 U.S.C. 5303(i)(5)(C)(ii)). States shall also employ visualization techniques in the development of the Long-Range Statewide Transportation Plan (see amended 23 U.S.C. 135(f)(3)(B)(ii) and 49 U.S.C. 5304(f)(3)(B)(ii)). States and MPOs must employ visualization techniques prior to adoption of statewide and metropolitan transportation plans and metropolitan TIPs addressing SAFETEA-LU provisions.

**Publication of Plans and TIP/STIP:** MPOs shall publish or otherwise make available for public review transportation plans and TIPs “including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web” (see amended 23 U.S.C. 134(i)(6) on plans and 23 U.S.C. 134(j)(7)(a) on TIPs, and for transit, amended 49 U.S.C. 5303(i)(6) and 49 U.S.C. 5303(j)(7)(a)). States also shall use a similar approach for the Long-Range Statewide Transportation Plan (see amended 23 U.S.C. 135(f)(8)) and 49 U.S.C. 5304(f)(8)). *These publication requirements must be in place prior to adoption of transportation plans and TIPs addressing SAFETEA-LU provisions.*

**Annual Listing of Obligated Projects:** SAFETEA-LU specifies that the development of the annual listing “shall be a cooperative effort of the State, transit operator, and MPO” and also shall include two new project types, “investments in pedestrian walkways and bicycle transportation facilities” for which Federal funds have been obligated in the preceding year. *This revised requirement for an annual listing must be in place prior to adoption of transportation plans and programs addressing SAFETEA-LU.*

**a** State of Nebraska

## ***Project Summary***

**Agency: State of Nebraska**

**Division: Department of Roads**

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1.	Greenspace, Lincoln, South Beltway ROW Appraisals	12841	LINCOLN-GREN(SPAC)	0.0 Miles
2.	Lincoln South Beltway, US-77 to 134th Street PE, ROW, CONST 4-Ln Grading, Structures, Surfacing and Surface Shoulder	12578A 12578B 12578C	DPU-2-6(117) DPU-2-6(118) DUP-2-6(119)	4.0 Miles 3.5 Miles 2.0 Miles
3.	40 <sup>th</sup> Street Bridge, Lincoln Bridge	12478	NH-80-9(851)	0.0 Miles
4.	148 <sup>th</sup> Street Bridge, Lincoln Bridge	12466	NH-80-9(839)	0.0 Miles
5.	176 <sup>th</sup> Street Bridge, Lincoln Bridge	12464	NH-80-9(837)	0.0 Miles
6.	Agnew North & South (STPD & BR) Gr Str Resurf Surf S-Shld	10584A	STPD-BR-792(108)	8.5 Miles
7.	Noise Walls, Lincoln Noise wall	12488A	NH-80-9(899)	0.0 Miles
8.	84 <sup>th</sup> Street Bridge, Lincoln Bridge	12475	NH-80-9(848)	0.0 Miles
9.	East Waverly Interchange – West Greenwood Interchange 6 Lane Gr Str Surf Detour	12469	NH-80-9(842)	9.6 Miles
10.	134 <sup>th</sup> Street Bridge, Lincoln Bridge	12468	NH-80-9(841)	0.0 Miles
11.	Salt Creek Tributary Bridges Bridge widening	12467	NH-80-9(840)	0.0 Miles
12.	162 <sup>nd</sup> Street Bridge Bridge	12465	NH-80-9(838)	0.0 Miles

*Project Summary (Continued)*

13.	Camp Creek Bridges Bridge widening	12463	NH-80-9(836)	0.0 Miles
14.	Lincoln East 4-Ln Grading, Structures, Surfacing and Surface Shoulder	12139	STPD-34-7(113)	5.2 Miles
15.	NW 56 <sup>th</sup> Street over I-80, Lincoln Bridge	12491	NH-80-9(864)	0.0 Miles
16.	14 <sup>th</sup> Street Bridge, Lincoln Bridge	12482	NH-80-9(855)	0.0 Miles
17.	56 <sup>th</sup> Street, Waverly Interchange 6 Lane Gr Str Surf Detour	12477	NH-80-9(850)	3.9 Miles
18.	70 <sup>th</sup> Street Bridge Bridge	12476	NH-80-0(849)	0.0 Miles
19.	I-80 Bridges over Salt Creek Bridge	11449	NH-80-9(554)	0.0 Miles
20.	Stream Bridge West of 98 <sup>th</sup> Street, Lincoln Bridge	12470	NH-80-9(843)	0.0 Miles
21.	Stream Bridge West of Waverly Interchange Bridge	12460	NH-80-9(833)	0.0 Miles
22.	Waverly Viaduct and 6 Lane Via 6-Lane	11992	NH-80-9(715)	0.0 Miles
23.	West "O" Street – Cornhusker Hwy, Lincoln 4-Lane Fr Str Surf S-Shld	12265	NH-6-6(154)	2.0 Miles
24.	Lincoln West Beltway PE Gr Str Conc Pvnt	12552A	NH-77-2(156)	4.6 Miles
25.	NW 112 <sup>th</sup> Street Bridge, Lincoln Bridge	12596	IM-80-8(108)	0.0 Miles
26.	NW 84 <sup>th</sup> Street Bridge, Lincoln Bridge	12592	IM-80-8(104)	0.0 Miles
27.	NW 56 <sup>th</sup> – US 77 S. Interchange, Lincoln 6-Lane Gr Str Surf Detour	12489	NH-80-9(862)	1.9 Miles

***Project Summary (Continued)***

28.	NW 48 <sup>th</sup> Street Bridge, Lincoln Bridge Widen/Overlay	12490	NH-80-9(863)	0.0 Miles
29.	98 <sup>th</sup> Street Bridge, Lincoln Bridge	12472	NH-80-9(845)	0.0 Miles
30.	Emerald West Gr Culv Surf S-Shld	11845	STPD-6-6(146)	5.4 Miles
31.	Emerald East 4-Lane Gr STR Surf S-Shld	11846	STPD-6-6(147)	3.5 Miles
32.	Seward County Line East 4-Lane Gr STR Surf S-Shld	12424	STPD-34-6(132)	5.5 Miles
33.	Eagle East and West 4-Lane Gr STR Surf S-Shld	12139A	STPD-34-7(115)	6.7 Miles
34.	Pleasant Dale- NW 56 <sup>th</sup> Street 6-Lane Gr Culv Surf S-Shld	12591	NH-80-8(103)	8.4 Miles
35.	NW 126 <sup>th</sup> Street Bridge, Lincoln Bridge	12597	IM-80-8(109)	0.0 Miles
36.	S. Middle Creek Bridges, Lincoln Bridge	12595	NH-80-8(107)	0.0 Miles
37.	NW 98 <sup>th</sup> Street Bridge, Lincoln Bridge	12594	IM-80-8(106)	0.0 Miles
38.	Middle Creek Bridges, Lincoln Bridge	12593	NH-80-8(105)	0.0 Miles
39.	Superior Street Bridge, Lincoln Bridge	12757	NH-80-9(906)	0.0 Miles
40.	N.B. CD Road Bridge over I-80 Bridge	12754	NH-180-9(903)	0.0 Miles
41.	S.B. CD Road Bridge Over I-80 Bridge	12755	NH-180-9(904)	0.0 Miles
42.	Adams Street Bridge, Lincoln Bridge	12046	IM-180-9(733)	0.0 Miles

***Project Summary (Continued)***

43.	Fletcher Street – Adams Street, Lincoln Gr Str Surf S-Shld	12756	NH-180-9(905)	1.8 Miles
44.	I-80/I-180 Interchange, CD Roads N & S Gr Str Surf S-Shld	12758	NH-180-9(907)	2.2 Miles
45.	<i>I-80 EB Bridge Over Little Salt Creek @ mile post 403.75 Bridge Widen/Overlay</i>	<i>12481</i>		
46.	<i>I-80 Bridges over US-77 (North 56<sup>th</sup> Street) @ Bridge replacements</i>	<i>11448</i>		

## *Status of Previous Years Projects*

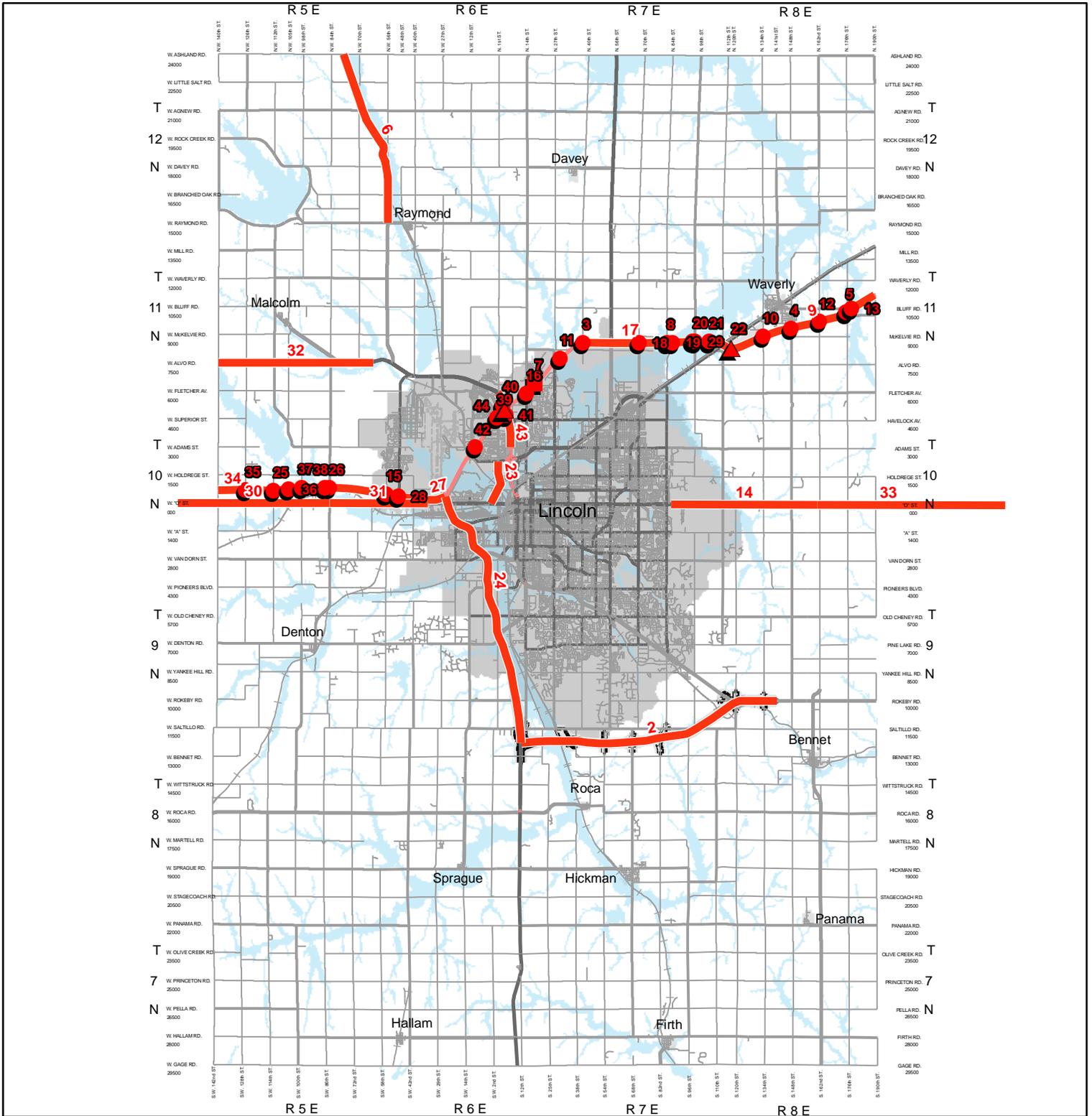
### **Completed or Under Contract in FY 2005-2006**

1.	US-6/Amberly Street, Waverly Intersection	12788	STPP-6-6(157)
2.	Warlick Interchange Grading Gr	12552B	NH-77-2(157)
3.	Waverly Interchange Bridge Deck Overlay	12837	IM-80-9(26)
4.	District Wide Seal- Armor coating	19906	PM-D1(1017)
5.	NE Hwy #2 from Van Dorn to 9 <sup>th</sup> Resurf	12767	RD-2-6(1026)
6.	US-6 Waverly East Micro-surfacing	19906A	PM-6-(1042)
7.	US -34, Lincoln West Gr, Struct, Surf, Shoulder	12425	STPD-34-6(133)
8.	I-80, Little Salt Creek Bridge Br widening, overlay	12480	NH-80-9(853)
9.	N-33, One Mile West of US-77 Culvert	12783	MISC-33-6(1016)
10.	US-34, Lincoln West 4-Lane Major Const.	12425	STPD-BR-34-6(133)
11.	I-80, Lincoln to York Study	12790	S-80-9(1145)
12.	I-80, WB Exit @ 27 <sup>th</sup> Traffic signal	12789	ELEC-80-9(1144)

*List of Projects*

*Agent: Nebraska Department of Roads*

<b>Project Number</b>	<b>Project Title</b>
1.	Greenspace, Lincoln, South Beltway
2(a-c).	Lincoln South Beltway, US-77 to 134th Street
3.	40 <sup>th</sup> Street Bridge, Lincoln
4.	148 <sup>th</sup> Street Bridge, Lincoln
5.	176 <sup>th</sup> Street Bridge, Lincoln
6.	Agnew North & South (STPD & BR)
7.	Noise Walls, Lincoln
8.	84 <sup>th</sup> Street Bridge, Lincoln
9.	East Waverly Interchange – West Greenwood Interchange
10.	134 <sup>th</sup> Street Bridge, Lincoln
11.	Salt Creek Tributary Bridges
12.	162 <sup>nd</sup> Street Bridge
13.	Camp Creek Bridges
14.	Lincoln East
15.	NW 56 <sup>th</sup> Street over I-80, Lincoln
16.	14 <sup>th</sup> Street Bridge, Lincoln
17.	56 <sup>th</sup> Street, Waverly Interchange
18.	70 <sup>th</sup> Street Bridge
19.	I-80 Bridges over Salt Creek
20.	Stream Bridge West of 98 <sup>th</sup> Street, Lincoln
21.	Stream Bridge West of Waverly Interchange
22.	Waverly Viaduct and 6 Lane
23.	West “O” Street – Cornhusker Hwy, Lincoln
24.	Lincoln West Beltway
25.	NW 112 <sup>th</sup> Street Bridge, Lincoln
26.	NW 84 <sup>th</sup> Street Bridge, Lincoln
27.	NW 56 <sup>th</sup> – US 77 S. Interchange, Lincoln
28.	NW 48 <sup>th</sup> Street Bridge, Lincoln
29.	98 <sup>th</sup> Street Bridge, Lincoln
30.	Emerald West
31.	Emerald East
32.	Seward County Line East
33.	Eagle East and West
34.	Pleasant Dale- NW 56 <sup>th</sup> Street
35.	NW 126 <sup>th</sup> Street Bridge, Lincoln
36.	S. Middle Creek Bridges, Lincoln
37.	NW 98 <sup>th</sup> Street Bridge, Lincoln
38.	Middle Creek Bridges, Lincoln
39.	Superior Street Bridge, Lincoln
40.	N.B. CD Road Bridge over I-80
41.	S.B. CD Road Bridge Over I-80
42.	Adams Street Bridge, Lincoln
43.	Fletcher Street – Adams Street, Lincoln
44.	I-80/I-180 Interchange, CD Roads N & S
45.	<i>I-80 EB Bridge over Little Salt Creek</i>
46.	<i>Replace I-80 Bridges over US-77 ( North 56<sup>th</sup> Street )</i>



*Lincoln's Future Service Limit Shown as Grey*

L  
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D

Map Prepared  
by  
ES GIS Section



Bridge



Road Improvement





(5)	(6)	(7)		(8)	(9)	(10)	(11)					(1)	
TOTAL FOR SIX YEARS (000's)	COST BEYOND 2011-12 (000's)	PRIOR APPROPRIATIONS		TOTAL PROJ COST (000's) (5)+(6)+(7)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)					PROJ NO (Map)	
		YEAR	FS				PRELIM PLANS	FINAL PLANS	LAND ACQUISITION	CONST	EQUIPMENT/FURNISHING		OTHER (Explain)
20.0				20.0	GCP								1
25,639.0	12,500.0			38,139.0	GCP								2a
26,918.0	12,500.0			39,418.0	GCP								2b
31,148.0	12,500.0			43,648.0	GCP								2c
1,743.0				1,743.0	GCP								3
2,465.0				2,465.0	GCP								4
1,958.0				1,958.0	GCP								5
7,640.0				7,640.0	GCP								6
1,700.0				1,700.0	GCP								7
1,607.0				1,607.0	GCP								8
46,170.0				46,170.0	GCP								9
1,968.0				1,968.0	GCP								10
1,366.0				1,366.0	GCP								11
1,908.0				1,908.0	GCP								12

TRANSPORTATION IMPROVEMENT PROGRAM

DIVISION: Department of Roads

(1) PROJ NO (Map)	(2) PROJECT (Location & Distance) (Control Number) (Project Number)			(3) PROJ PRIO	(4) PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)															
					PRIORITY PROJECTS					OUT YEAR PROJECTS										
					2006-07	FS	2007-08	FS	2008-09	FS	2009-10	FS	2010-11	FS	2011-12	FS				
13	Camp Creek Bridges 12463	NH-80-9(836)	0.0 Miles				2,503	NE												
			TOTAL				2,503.0													
14	Lincoln East 12139	STPD-34-7(113)	5.2 Miles						30,777.0	NE										
			TOTAL						30,876.0	99.0	LN									
15	NW 56th Street overI-80, Lincoln 12491	NH-80-9(864)	0.0 Miles						2,204.0	NE										
			TOTAL						2,204.0											
16	14th Street Bridge, Lincoln 12482	NH-80-9(855)	0.0 Miles						3,519.0	NE										
			TOTAL						3,519.0											
17	56th Street - Waverly Interchange 12477	NH-80-9(850)	3.9 Miles						21,173.0	NE										
			TOTAL						21,173.0											
18	70th Street Bridge 12476	NH-80-9(849)	0.0 Miles						977.0	NH										
			TOTAL						1,357.0	380.0	NE									
19	I-80 Bridges over Salt Creek 11449	NH-80-9(554)	0.0 Miles						4,416.0	NE										
			TOTAL						4,416.0											
20	Stream Bridge West of 98th Street, Lincoln 12470	NH-80-9(843)	0.0 Miles						808.0	NH										
			TOTAL						1,050.0	242.0	NE									
21	Stream Bridge West of Waverly Interchange 12460	NH-80-9(833)	0.0 Miles						1,453.0	NE										
			TOTAL						1,453.0											
22	Waverly Viaduct & 6 Lane 11992	NH-80-9(715)	0.0 Miles						7,400.0	NE										
			TOTAL						7,400.0											
23	West "O" Street - Cornhusker Highway, Lincoln 11992	NH-80-9(715)	2.0 Miles								10,825.0	NH								
			TOTAL								4,075.0	NE								
											193.0	LN								
											15,093.0									
24	Lincoln West Beltway 12552A	NH-77-2(156)	4.6 Miles								10,890.0	NH								
			TOTAL								4,122.0	NE								
											107.0	OF								
											15,118.0									
25	NW 112th Street Bridge, Lincoln 12596	IM-80-8(108)	0.0 Miles											1,057.0	IM					
			TOTAL											271.0	NE					
														1,328.0						
26	NW 84th Street Bridge, Lincoln 12592	IM-80-8(104)	0.0 Miles											1,303.0	IM					
			TOTAL											311.0	NE					
														1,614.0						

(5)	(6)	(7)		(8)	(9)	(10)	(11)					(1)	
TOTAL FOR SIX YEARS (000's)	COST BEYOND 2011-12 (000's)	PRIOR APPROPRIATIONS		TOTAL PROJ COST (000's) (5)+(6)+(7)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)					PROJ NO (Map)	
		(000's)	YEAR FS				PRELIM PLANS	FINAL PLANS	LAND ACQUISITION	CONST	EQUIPMENT/FURNISHING		OTHER (Explain)
2,503.0				2,503.0	GCP								13
30,876.0				30,876.0	GCP								14
2,204.0				2,204.0	GCP								15
3,519.0				3,519.0	GCP								16
21,173.0				21,173.0	GCP								17
1,357.0				1,357.0	GCP								18
4,416.0				4,416.0	GCP								19
1,050.0				1,050.0	GCP								20
1,453.0				1,453.0	GCP								21
7,400.0				7,400.0	GCP								22
15,093.0				15,093.0	GCP								23
15,118.0				15,118.0	GCP								24
1,328.0				1,328.0	GCP								25
1,614.0				1,614.0	GCP								26



(5)	(6)	(7)		(8)	(9)	(10)	(11)					(1)	
TOTAL FOR SIX YEARS (000's)	COST BEYOND 2011-12 (000's)	PRIOR APPROPRIATIONS		TOTAL PROJ COST (000's) (5)+(6)+(7)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)					PROJ NO (Map)	
		(000's)	YEAR FS				PRELIM PLANS	FINAL PLANS	LAND ACQUISITION	CONST	EQUIPMENT/FURNISHING		OTHER (Explain)
22,444.0				22,444.0	GCP								27
3,823.0				3,823.0	GCP								28
1,674.0				1,674.0	GCP								29
5,567.0				5,567.0	GCP								30
16,168.0				16,168.0	GCP								31
10,816.0				10,816.0	GCP								32
21,034.0				21,034.0	GCP								33
45,867.0				45,867.0	GCP								34
1,314.0				1,314.0	GCP								35
1,770.0				1,770.0	GCP								36
1,314.0				1,314.0	GCP								37
2,065.0				2,065.0	GCP								38
3,752.0				3,752.0	GCP								39
1,683.0				1,683.0	GCP								40
1,685.0				1,685.0	GCP								41

TRANSPORTATION IMPROVEMENT PROGRAM

DIVISION: Department of Roads

(1) PROJ NO (Map)	(2) PROJECT (Location & Distance) (Control Number) (Project Number)		(3) PROJ PRIO	(4) PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
				PRIORITY PROJECTS					OUT YEAR PROJECTS					
				2006-07	FS	2007-08	FS	2008-09	FS	2009-10	FS	2010-11	FS	2011-12
42	Adams Street Bridge, Lincoln 12046	IM-180-9(733) 0.0 Miles										1,073.0	IM	
												198.0	NE	
		TOTAL										1,270.0		
43	Fletcher Street - Adams Street, Lincoln 12756	NH-180-9(905) 1.8 Miles												8,888.0 NH
														2,807.0 NE
		TOTAL												11,696.0
44	I-80/I-180 Interchange, CD Roads N & S 12758	NH-180-9(907) 2.2 Miles												7,778.0 NH
														3,057.0 NE
		TOTAL												10,834.0
45	I-80 EB Bridge over Little Salt Creek 12481													
		TOTAL			775.0	NH								
45	Replace I-80 Bridges over US-77 (North 56th Street) 11448													
		TOTAL			4,426.0	NH								
<b>FEDERAL FUNDING:</b>														
	DP (Federal Discretionary Funds)			9,107.0		1,745.0		1,745.0		0.0		0.0		0.0
	IM (Interstate Maintenance)			0.0		0.0		0.0		0.0		3,433.0		2,090.0
	BR (Bridge Replacement)			0.0		749.0		0.0		0.0		0.0		0.0
	PD (STPD - Sub-Allocation, State)			0.0		0.0		0.0		0.0		35,911.0		0.0
	PM (STPM - Sub-Allocation, Protective Devices)			0.0		0.0		0.0		0.0		0.0		0.0
	PN( STPN - Rail-Highway Crossings, Harzard Elimination)			0.0		6,891.0		0.0		0.0		0.0		0.0
	NH (National Highway System)			5,201.0		0.0		1,785.0		42,308.0		39,660.0		19,597.0
	OF (Other Financing)			0.0		0.0		0.0		107.0		0.0		0.0
	SUB-TOTAL FEDERAL FUNDING:			14,308.0		9,385.0		3,530.0		42,415.0		79,004.0		21,687.0
<b>STATE FUNDING:</b>														
	NE (State Revenue / Aids)			7,181.0		65,222.0		76,564.0		20,544.0		53,781.0		22,306.0
	TM ( State Train/Mile Tax)			0.0		0.0		0.0		0.0		0.0		0.0
	SUB-TOTAL STATE FUNDING:			7,181.0		65,222.0		76,564.0		20,544.0		53,781.0		22,306.0
<b>LOCAL FUNDING:</b>														
	LN (City of Lincoln)			1,035.0		2,164.0		1,513.0		1,443.0		5,500.0		3,750.0
	CO (Lancaster County)			44.0		0.0		0.0		0.0		0.0		0.0
	SUB-TOTAL LOCAL FUNDING:			1,079.0		2,164.0		1,513.0		1,443.0		5,500.0		3,750.0
	TOTAL:			22,568.0		76,771.0		81,607.0		64,402.0		138,285.0		47,743.0
<b>NOTE:</b>														
For planning purposes, these projects have been accepted by the State. Substitution of categories of federal funds are acceptable and will not require a TIP revision.														

(5)	(6)	(7)		(8)	(9)	(10)	(11)					(1)	
TOTAL FOR SIX YEARS (000's)	COST BEYOND 2011-12 (000's)	PRIOR APPROPRIATIONS		TOTAL PROJ COST (000's)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)					PROJ NO (Map)	
		(000's)	YEAR FS	(5)+(6)+(7)			PRELIM PLANS	FINAL PLANS	LAND ACQUISITION	CONST	EQUIPMENT/FURNISHING	OTHER (Explain)	
1,270.0				1,270.0	GCP								42
11,696.0				11,696.0	GCP								43
10,834.0				10,834.0	GCP								44
165,128.0													
245,598.0													
15,449.0													
426,175.0													

**b** Lancaster County

## Project Summary

**Agency:** Lancaster County  
**Division:** Engineering

- |     |  |              |           |
|-----|--|--------------|-----------|
| 1.  | SW 40 <sup>th</sup> Street - Lincoln West, Bridge - L-218<br>Bridge over Middle Creek, Bridge, Grading, Culverts Guardrail<br>Note: ( Part of City's SW 40th Street Viaduct Project) |              |           |
|     |  | BRO-7055(90) | 0.2 Miles |
| 2.  | West Denton Road - SW 56 <sup>th</sup> Street to SW 12 <sup>th</sup> Street<br>Reconstruct roadway.  |              |           |
|     |  | STPE-3305(9) | 3.0 Miles |
| 3.  | South 68th Street, R.R. Viaduct<br>Bridge, Grading, Paving, Culverts, Guardrail, etc   |              |           |
|     |  | C55-S-401(6) | 1.0 Mile  |
| 4.  | North 14th Street - Lincoln North, Bridge F - 88<br>Bridge, Grading, Paving, Culverts, Guardrail, etc  |              |           |
|     |  | BR-3405(5)   | 0.2 Miles |
| 5.  | Panama Road - Hickman Southeast, X - 117<br>Bridge, Grading, Culverts, Guardrail, etc.   |              |           |
|     |  | BR-3270(4)   | 0.2 Miles |
| 6.  | West Raymond Road - Raymond East, Bridge C - 91<br>Bridge, Grading, Paving, Culverts, Guardrail, etc.  |              |           |
|     |  | BH-3370(2)   | 0.2 Miles |
| 7.  | South 68 <sup>th</sup> Street – Hickman North, Hickman Road to Roca Road<br>Reconstruct Roadway  |              |           |
|     |  | STPE-3265(7) | 1.5 Miles |
| 8.  | Agnew Road, - Waverly Northwest, Bridge A - 136<br>Bridge, Grading, Culverts, Guardrail, etc.  |              |           |
|     |  | BR-3380(4)   | 0.2 Miles |
| 9.  | <i>Waverly SE Bridge on Fletcher Ave. over a small stream.,<br/>Bridge Replacement.</i>  |              |           |
|     |  | CN12865      |           |
| 10. | <i>Malcolm SE Bridge on NW 98<sup>th</sup> Street over Middle Creek<br/>Bridge Replacement</i>   |              |           |
|     |  | CN12864      |           |
| 11. | <i>West Sprague Road Bridge over Salt Creek<br/>Bridge Replacement</i>   |              |           |
|     |  | CN12786      |           |

*Status of Previous Years Projects*

**Completed or Under Construction in FY 2005-06**

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- Pioneers Blvd. – Lincoln West, Bridge O -174
- Firth Road Overpass
- Panama Road – Bridge X – 117,  
(Scheduled for 06-07)  
(Preliminary Eng. Completed)
- S. 68<sup>th</sup> Street Railroad Viaduct, C55-S-40(6),  
(ROW Acquisition)
- Rock Creek Road – Waverly North, Bridge A-76,  
Bridge, Grading, Culverts, Guardrail, etc. BRO-7055(101)
- NW 48<sup>th</sup> Street, Raymond South, Bridge F-44,  
Bridge, Grading, Culverts, Paving, Guardrail, etc. STPD-BR-34-6(133)

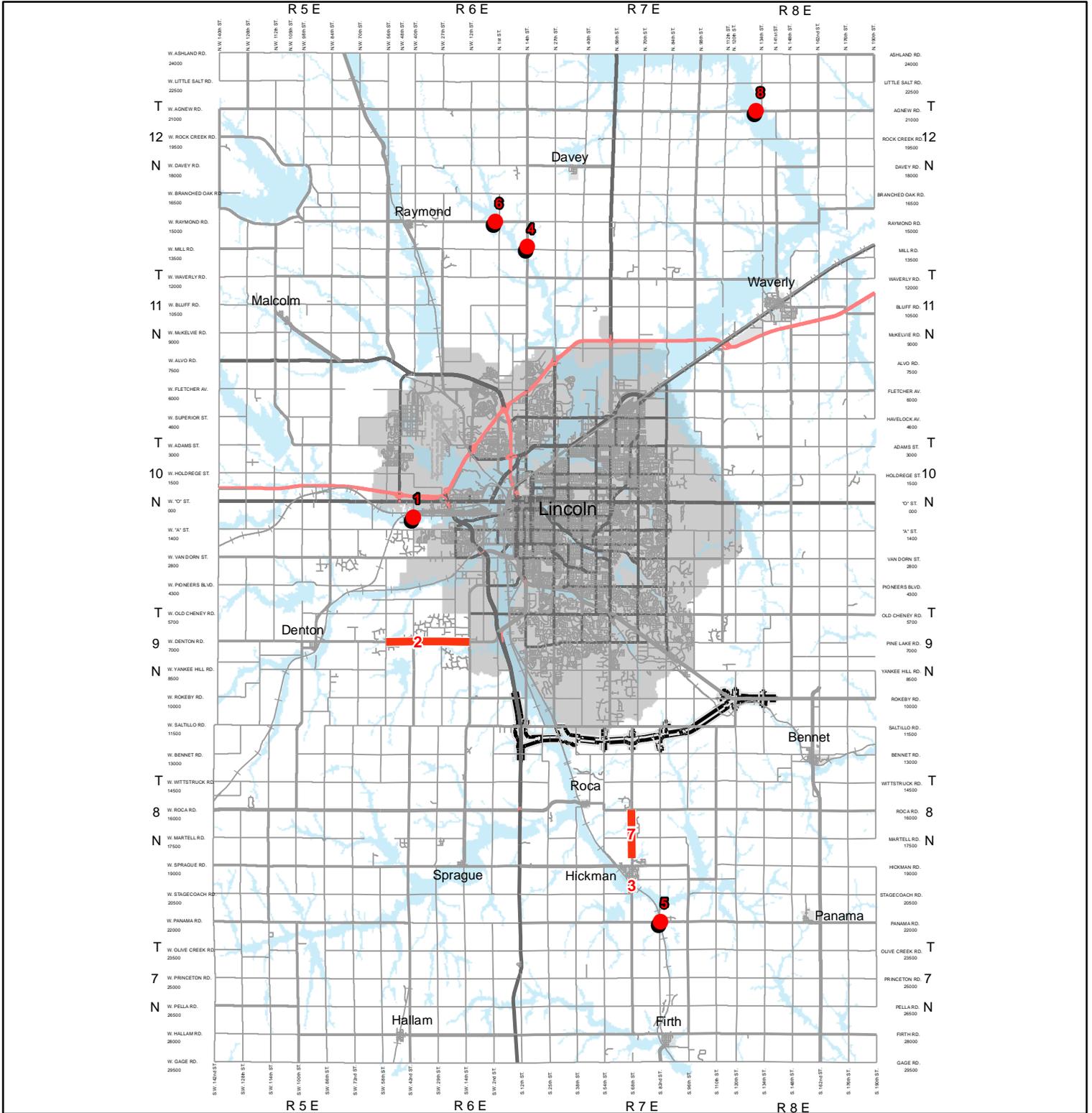
**List of Projects**

**Agent : Lancaster County Engineering**

<b>Project Number</b>	<b>Project Title</b>
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1. SW 40<sup>th</sup> Street - Lincoln West, Bridge - L-218
2. West Denton Road - SW 56<sup>th</sup> Street to SW 12<sup>th</sup> Street
3. South 68th Street, R.R. Viaduct
4. North 14th Street - Lincoln North, Bridge F - 88
5. Panama Road - Hickman Southeast, X - 117
6. West Raymond Road - Raymond East, Bridge C - 91
7. South 68<sup>th</sup> Street – Hickman North, Hickman Road to Roca Road
8. Agnew Road, - Waverly Northwest, Bridge A – 136
9. *Waverly SE Bridge on Fletcher Ave. over a small stream.,*
10. *Malcolm SE Bridge on NW 98<sup>th</sup> Street over Middle Creek*
11. *West Sprague Road Bridge over Salt Creek*



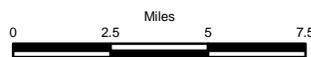
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Map Prepared  
by  
ES GIS Section



**Lincoln's Future Service Limit Shown as Grey**

- Bridge
- ▲ Interchange
- Noise Walls
- Road Improvement





(5)	(6)	(7)		(8)	(9)	(10)	(11)					(1)
TOTAL FOR SIX YEARS (000's)	COST BEYOND 2011-12 (000's)	PRIOR APPROPRIATIONS		TOTAL PROJ COST (000's) (5)+(6)+(7)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)					PROJ NO (Map)
		YEAR	FS				PRELIM PLANS	FINAL PLANS	LAND ACQUISITION	CONST	EQUIPMENT/FURNISHING	
997.1	None	None		997.1	GCP							1
1,750.0	None	None		1,750.0	GCP							2
5,153.0	None	7.1	None	5,160.1	GCP							3
714.6	None	None		714.6	GCP							4
690.5	None	12.0	None	702.5	GCP							5
163.8	None	None		163.8	GCP							6
900.0	None	35.0		935.0	GCP							7
309.5	None	None		309.5	GCP							8
324.0				324.0								9
638.0				638.0								10
540.0				540.0								11

TRANSPORTATION IMPROVEMENT PROGRAM

DIVISION: County Engineer

(1)	(2)			(3)	(4)									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Work (Map) (Control Number) (Project Number) Phase)			PROJ PRIO	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)									
	PRIORITY PROJECTS					OUT YEAR PROJECTS								
	2006-07	FS	2007-08		FS	2008-09	FS	2009-10	FS	2010-11	FS	2011-12	FS	
<b>FEDERAL FUNDING:</b>														
	IM (Interstate Maintenance)				0.0		0.0		0.0		0.0		0.0	
	BR (Bridge Replacement)				1,110.3		552.4		0.0		702.7		0.0	
	PE (STPE - Non-Urban Area)				1,400.0		0.0		0.0		720.0		0.0	
	PC (STPPC - Urban Area)				0.0		0.0		0.0		0.0		0.0	
	PD (STPD - Sub-Allocation, State)				0.0		0.0		0.0		0.0		0.0	
	PM (STPM - Sub-Allocation, Protective Devices)				0.0		0.0		0.0		0.0		0.0	
	PP (STPP - Sub-Allocation, Safety)				0.0		0.0		0.0		0.0		0.0	
	NH (National Highway System)				0.0		0.0		0.0		0.0		0.0	
	SUB-TOTAL FEDERAL FUNDING:				2,510.3		552.4		0.0		1,422.7		0.0	
<b>STATE FUNDING:</b>														
	NE (State Revenue / Aids)				65.3		0.0		0.0		68.5		0.0	
	SUB-TOTAL STATE FUNDING:				65.3		0.0		0.0		68.5		0.0	
<b>LOCAL FUNDING:</b>														
	CO (Lancaster County)				396.4		103.6		0.0		287.2		0.0	
	RT (Railroad Trans. Safety District)				71.0		34.5		325.0		4,757.0		0.0	
	SUB-TOTAL LOCAL FUNDING:				467.4		138.1		325.0		5,044.2		0.0	
	<b>TOTAL:</b>				3,043.0		690.5		325.0		6,535.4		0.0	
<b>NOTE:</b> For planning purposes, these projects have been accepted by the County. Substitution of categories of federal funds are acceptable and will not require a TIP revision.														

(5)	(6)	(7)		(8)	(9)	(10)	(11)					(1)	
TOTAL FOR SIX YEARS (000's)	COST BEYOND 2011-12 (000's)	PRIOR APPROPRIATIONS		TOTAL PROJ COST (000's) (5)+(6)+(7)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)					PROJ NO (Map)	
		(000's)	YEAR FS				PRELIM PLANS	FINAL PLANS	LAND ACQUISITION	CONST	EQUIPMENT/FURNISHING		OTHER (Explain)
0.0				0.0									
2,300.4				2,300.4									
2,120.0				2,120.0									
0.0				0.0									
0.0				0.0									
0.0				0.0									
0.0				0.0									
0.0				0.0									
4,420.4				4,420.4									
133.8													
133.8				133.8									
787.2													
5,187.5													
5,974.7				5,974.7									
10,528.9				10,528.9									

**C** City of Lincoln: Public Works

## *Project Summary and Justification*

**Department:** Public Works & Utilities

**Division:** Engineering Services

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The six Fiscal years 2007-2012 Engineering Services Capital Improvements Program reflects an average annual expenditure of \$31.8 million, including \$16.8 million in City Revenues, \$10.5 million in Federal Aid and \$4.5 million in Other Funds. Over the six years we also have \$8.5 million listed as 'Unknown'.

Prior appropriations show the previous 3 years of expenditures.

The program identifies two types of projects. Projects 1 through 11 are on-going continuing through the Six-Year Program and beyond. The remaining are specific projects and their estimated funding for completion.

**Project 1. Intelligent Transportation Infrastructure improvements, Traffic Optimization and Management.**

Funds allocated for the implementation of Intelligent Transportation Infrastructure projects (electronic systems improvements). Traffic Optimization and Management to include: annual traffic monitoring program, turning movement counts, mechanical counts, travel time and delay studies, and improving traffic flow through signal timing changes. Federal Congestion Management funds will be utilized where available and appropriate. **Additional dollars are needed to fully fund this project in all six years.**

**Project 2. Miscellaneous Emergency and Safety Projects and Operational Improvements.**

Funds allocated for miscellaneous safety and/or operational improvements at locations based upon the annual traffic monitoring and crash analysis programs. Also federal safety funds will be requested where applicable and matched with City funds. **Additional dollars are needed to fully fund this project in all six years.**

**Project 3. Modify, Replace or Install traffic signal equipment and Communication links.**

Funds are allocated for replacement of signal controllers, poles, detectors, communications lines and other hardware which have exceeded their useful service life. Also the installation of communication links and signals at locations where Federal (MUTCD) Warrants are met and where a signal will improve overall traffic operations. Also included are left-turn phases and upgrading school crossing protection. **Additional dollars are needed to fully fund this project in all six years.**

**Project 4. Studies, Preliminary Engineering and Right-of-Way Acquisition.**

City funds are allocated for conceptual, preliminary and final Roadway designs; easements, Right-of-Way and easement acquisition, studies, and preliminary engineering for projects identified in conjunction with utility projects. As well as unknown projects that come to us thru growth proposals. **Additional dollars are needed to fully fund this project in all six years.**

**Project 5. Bikeway Trails in Connection with Street Improvement Projects.**

City funds are allocated for bikeway/trails to improve bicycle/pedestrian movement used in conjunction with street improvement projects. **Additional dollars are needed to fully fund this project in all six years.**

**Project 6. Upgrade Built Environment, Traffic Calming and minor Intersection Improvement.**

City funds are allocated for minor roadway and intersection improvements and traffic calming improvements. **Additional dollars are needed to fully fund this project in all six years.**

**Project 7. City Subsidy for Re-paving, Paving Districts, and Federal-aid Projects.**

City funds are allocated to subsidize projects and paving districts for roadways wider than residential paving widths. Federal funds will be requested where applicable and matched with City funds. **Additional dollars are needed to fully fund this project in all six years.**

**Project 8. Landscaping in Connection with Street Improvement Projects.**

City funds are allocated to provide appropriate roadway aesthetics in conjunction with street improvement projects. **Additional dollars are needed to fully fund this project in all six years.**

**Project 9. Misc. Engineering, Construction and Computer Records**

City funds are allocated to allow for city staff to work on projects, issues, and concerns that present themselves during the year. This fund allows for a timely response to issues such as alleys, new development, drainage issues and districts. **Additional dollars are needed to fully fund this project in all six years.**

**Project 10. Sidewalk Maintenance and Repair.**

City funds are allocated for maintenance and repair of sidewalks. **Additional dollars are needed to fully fund this project in all six years.**

**Project 11. Arterial/Residential Rehabilitation and Intersection Improvements.**

City funds are allocated for resurfacing and repairing pavement and curbs to maintain their serviceability. **Additional dollars are needed to fully fund this project in all six years.**

**Project 12. Antelope Valley Phase 1 - Big "T" Overhead Intersection and Roadway.**

This north/south and west overhead intersection includes construction of a new elevated intersection and bridge over the proposed Antelope Creek Channel and rail lines connecting the new Military Road intersection to the north, 9<sup>th</sup> and 10<sup>th</sup> Streets to the west and the new "Y" Street intersection to the south. This new elevated intersection will provide a six through lane, median divided roadway including turn lanes. The east leg overhead roadway construction is included in Project 19 which completes the Big "X" overhead intersection. #780106

**Project 13. Antelope Valley Phase 2 Project - Channel Wall**

This project will include the construction of new retaining walls on the west side of Antelope Creek between "S" Street and "Y" Street to retain embankment for the future Antelope Valley

North-South Roadway. The US Army Corps of Engineers will be building this wall and participating in the cost. Due to delay of USACE funding in Federal FY06, their construction of Channel Phase 2 in this area was postponed approximately one year. Cost also includes on-going coordination with USACE on the interface of USACE Channel Phase 2 Project with the future Antelope Valley North South Road Project. #780202

**Project 14. Antelope Valley Phase 3 Project - Channel Wall**

This project includes coordination with the Corp of Engineers during the design and construction of Channel Phase 3 of the Antelope Creek Flood Control Project. The proposed Antelope Valley Downtown Bridges at “N”, “O”, “P”, and “Q” Streets are located within the limits of Channel Phase 3 of the Flood Control Project. #780203

**Project 15. Antelope Valley - Planning/Coordination.**

The Antelope Valley Revitalization projects, such as commuter and recreational trails and the Northeast Community Park will enhance the downtown area, the University of Nebraska and the State Fair Park. This Urban Development project is partially funded utilizing general revenue funds for design, planning and Public Involvement.

**Project 16. Antelope Valley - Planning/Design.**

Includes planning and design of redevelopment associated with the Antelope Valley Phase 1 Projects. This project is partially funded utilizing general revenue funds.

**Project 17. Antelope Valley Phase 1 - “P” and “Q” Street Bridges.**

This project includes construction of new “P”, and “Q” Street bridges over the proposed Antelope Creek Channel and associated roadway reconstruction to match existing streets. The “Q” Street bridge will provide a three lane facility to include a Ped/Bike path on both sides of the bridge structure. The “P” Street bridge will provide two through lanes and include a Ped/Bike path on both sides of the bridge structure. *The construction of this project has been delayed from fiscal year 2005/2006 to 2006/2007.* #780105

**Project 18. Antelope Valley Phase 1 - “N” Street Bridge.**

This project includes construction of new “N” Street bridge over the proposed Antelope Creek Channel and associated roadway reconstruction to match existing. The “N” Street bridge will provide a three lane facility to include a Ped/Bike path on both sides of the bridge structure. *The construction of this project has been delayed from fiscal year 2007/2008 to 2008/2009.* #780112

**Project 19. Antelope Valley Phase 1 - “O” Street Bridge and Road.**

This project includes construction of a new “O” Street bridge over the proposed Antelope Creek Channel and associated roadway reconstruction to match the existing. The bridge will provide four through lanes plus center turn lane, including a Ped/Bike path on both sides of the bridge structures. *The construction of this project has been delayed from fiscal year 2006/2007 to 2007/2008.* #780104

**Project 20. Antelope Valley Phase 1 - “East Leg” of the Big “X”.**

This project includes construction of a new elevated East Leg bridge over and parallel to the existing rail lines connecting the new elevated intersection (Project 12) with 27<sup>th</sup> Street to the east. This new elevated leg will provide a six through lane, median divided roadway including turn lanes. Included in this project is the new connection from existing 17<sup>th</sup> Street to Holdrege Street and it also includes the Devaney access road connecting Court Street construction to the new East/West road. *The construction of this project has been delayed from fiscal year 2006/2007 to 2007/2008. #780107*

**Project 21. Antelope Valley Phase 1 - “J” Street bridge.**

This project includes construction of a new “J” Street bridge over the proposed Antelope Creek Channel and associated roadway reconstruction to match the existing street. The bridge will provide two through lanes plus center turn lane, including a Ped/Bike path on both sides of the bridge structure. *The construction of this project has been delayed from fiscal year 2008/2009 to 2009/2010. #780110*

**Project 22. Antelope Valley Phase 1 - South Street**

This project includes the construction of a new bridge on South Street across the Antelope Creek Channel and associated roadway reconstruction at the bridge approaches. The proposed bridge will provide two through lanes in each direction with 10'-0" clear pedestrian walkway/bikeway along both sides of the bridge. The project will also include reconstruction of the existing sanitary sewer that runs under Antelope Creek Channel and existing water mains along South Street in the vicinity of the bridge. #780111

**Project 23. Antelope Valley Phase 1 - North/South Road, “K” Street to north of “Q” Street.**

This north/south project includes a new six through lane median divided roadway including turn lanes. Also included are intersecting streets along the existing 19<sup>th</sup> Street corridor, along with extensive downstream storm sewer and special storm sewer construction to bypass the East Downtown Community Park. Construction schedule is contingent upon availability of funding. *The construction of this project has been delayed from fiscal year 2008/2009 to 2009/2010. #780109*

**Project 24. Antelope Valley Phase 1 - North/South Road, north of “Q” Street to “Y” Street.**

This north/south project includes a new six through lane median divided roadway including turn lanes. This roadway project will connect the Vine Street, “Y” Street and “K” to “Q” projects. This roadway will curve around the east side of the Beadle Center, providing sidewalks on both sides of the roadway from “Q” Street to “S” Street and on the west side from “S” Street to Vine Street. Construction schedule is contingent upon availability of funding. *The construction of this project has been delayed from fiscal year 2006/2007 to 2007/2008. #780108*

**Project 25. East “O” Street - 42nd Street to 52nd Street**

City funds for the acquisition of right-of-way, preliminary engineering and construction provide future improvements to six through lanes plus left and/or right turn lanes at intersections. This project will improve safety, capacity and serve traffic generated by development. Project length 0.6 miles. #701780

**Project 26. Replace Harris Overpass.**

Replacing Harris Overpass, between 3rd St and 9th St. approx. 2300 feet, Federal-Aid Project, RTSD and Local funding. #701781

**Project 27. South Beltway Project.**

Design, right-of-way and construction of a four lane freeway between highways US 77 and Hwy 2. City funding allocated represents a 20% match over six years to the anticipated Federal funds for the South Beltway Project. This is a State of Nebraska roadway project lead. Project length 9 miles. Construction is contingent upon available Federal funding. #542701

**Project 28. East Beltway Project.**

Design, right-of-way and construction of a four lane freeway between Hwy 2 and I-80. This funding represents Federal Demonstration funds only available for this project in the Federal Transportation Bill to be used for corridor protection and allow for future construction of this facility. This will be matched with previous appropriations of local funds (city and county). **Complete funding for this project not shown.** #542702

**Project 29. SW 40th Street - Viaduct Project.**

This project would implement study results to improve existing SW 40th Street to four through lanes plus left and/or right turn lanes at intersections and a viaduct on BNSF railroad. This project will improve safety and capacity, and serve traffic generated by future development in southwest Lincoln. **Complete funding for this project not shown.** #700132

**Project 30. W. Adams and NW 12th Street Bridge Repair.**

Repair abutments, remove and replace approaches, fill voids beneath slope protection, update design of bridge rails, repair deck and add drainage inlets. #701375

**Project 31. 48th Street and Huntington Avenue**

The addition of left turn lanes and traffic signal on 48th street at the Huntington intersection.

**Project 32. 48th Street and Madison Avenue**

The addition of left turn lanes on 48th street at the Madison intersection. Signalization will be added when warranted.

**Project 33. City share of County projects built to City standards.**

City funds allocated for right-of-way and construction of county highways built to meet City standards. **Requires \$2,000,000 per year to fund program.**

**Project 34. Impact Fee Districts**

Remaining Impact Fee dollars to be used for new improvements within corresponding districts as new projects warrant.

*The intent of this listing identifies roadway segments where initial design and right-of-way acquisition can be completed prior to the roadway improvement. Initial construction may only provide two through lanes plus turn lanes. Priority of Roadway improvements will be determined as land development generates roadway capacity needs. These roadways are currently identified in the existing comprehensive plan. Construction schedules are contingent upon availability of Funding.*

## *Status of Previous Years Projects*

### **Completed or Under Construction in FY 2005-06**

- Capital Parkway West & Homestead Expressway Interchange Improvement
- 84<sup>th</sup> Street from Kathy to Cheney Ridge Rd.
- Antelope Valley Phase 1, Big “T” Project
- Antelope Valley Phase 1, Channel Phase 2 Project
- Antelope Valley Planning/Coordination
- Antelope Valley Planning/Design
- East “O” Street from 42<sup>nd</sup> to 52<sup>nd</sup> Streets
- Yankee Hill Rd. - 27<sup>th</sup> Street to 40<sup>th</sup> Street
- Pine Lake Road, - 40<sup>th</sup> Street to 56<sup>th</sup> street
- Antelope Valley Phase 1, Vine Street Bridge and Road

*List of Projects*

*Department: Public Works/Streets and Highways*

**Project  
Number**

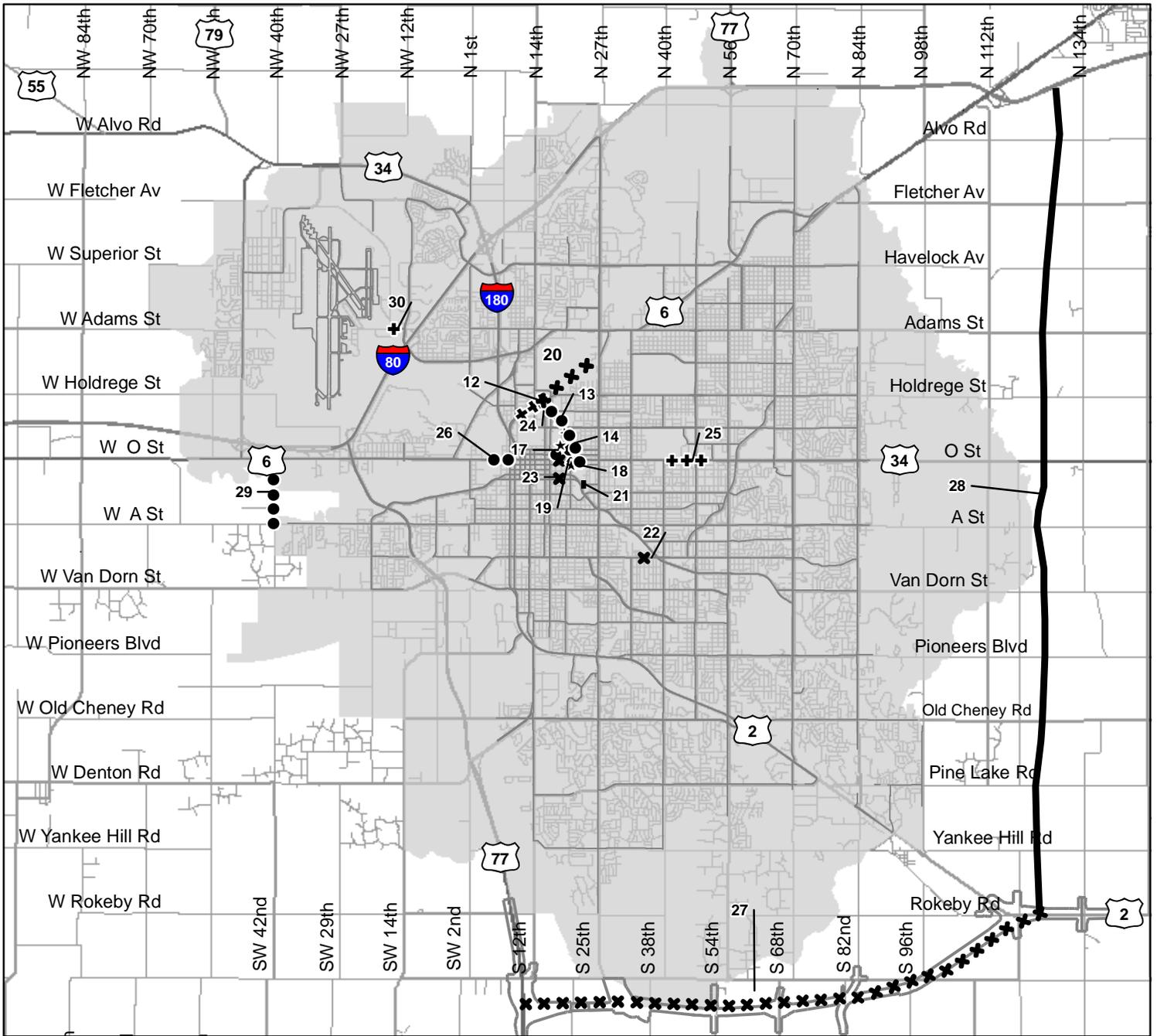
**Project Title**

---

1*	Intelligent Transportation Infrastructure improvements, Traffic Optimization and Management.
2*	Miscellaneous Emergency and Safety Projects and Operational Improvements.
3*	Modify, Replace or Install traffic signal equipment and Communication links.
4*	Studies, Preliminary Engineering and Right-of-Way Acquisition.
5*	Bikeway Trails in Connection with Street Improvement Projects.
6*	Upgrade Built Environment, Traffic Calming and minor Intersection Improvement.
7*	City Subsidy for Repaving, Paving Districts, and Federal-aid Projects.
8*	Landscaping in Connection with Street Improvement Projects.
9*	Misc. Engineering, Construction and Computer Records
10*	Sidewalk Maintenance and Repair.
11*	Arterial/Residential Rehabilitation and Intersection Improvements.
12	Antelope Valley Phase 1 Project - Big "T" Overhead Intersection and Roadway
13*	Antelope Valley Phase 2 Project - Channel Wall
14*	Antelope Valley Phase 3 Project - Channel Wall
15*	Antelope Valley - Planning/Coordination
16*	Antelope Valley - Planning/Design
17	Antelope Valley Phase 1 Project - "P" and "Q" Street Bridges.
18	Antelope Valley Phase 1 Project - "N" Street Bridge.
19	Antelope Valley Phase 1 Project - "O" Street Bridge and Road.
20	Antelope Valley Phase 1 Project - "East Leg" of the Big "X"
21	Antelope Valley Phase 1 Project - "J" Street bridge.
22	Antelope Valley Phase 1 Project - South Street
23	Antelope Valley Phase 1 Project - North/South Road, "K" Street to north of "Q" Street.
24	Antelope Valley Phase 1 Project - North/South Road, north of "Q" Street to "Y" Street.
25	East "O" Street - 42nd Street to 52nd Street
26	Replace Harris Overpass - Between 3rd and 9th Street
27	South Beltway Project.
28	East Beltway Project.
29	SW 40 <sup>th</sup> Street - Viaduct Project
30*	W Adams and NW 12th Street Bridge Repair
31*	48th Street and Huntington Avenue
32*	48th Street and Madison Avenue
33*	City share of County projects built to City Standards (RUTS)
34*	Impact Fee Districts

# Lincoln TIP 2006-2012

# Public Works & Utilities Streets and Highways



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## Lincoln's Future Service Limit Shown as Grey

Map Prepared by  
ES GIS Section

Miles  
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+++++	2006 - 2007	■■■■■	2010 - 2011
●●●●●	2007 - 2008	×××××	2011 - 2012
▲▲▲▲▲	2008 - 2009	—————	Beyond
*****	2009 - 2010		

Prepared By: WSMRNA  
 Printing Date: April 25, 2006  
 File: N:\Major Projects\TIP\2006\TIP\_2006\_8x11-City.mxd

**2007 - 2012 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works FORM A  
DIVISION: Streets & Highways / Traffic Engineering

(1) PROJ. NO.	(2) PROJECT TITLE	(3) PROJ. PRIO.	(4) 3% Inflation applied													
			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
			2006-2007	FS	2007-2008	FS	2008-2009	FS	2009-2010	FS	2010-2011	FS	2011-2012	FS		
1	Intelligent Transportation Infrastructure, Traffic Optimization and Management. DESIGN/R.O.W./CONST Total	A	1,000.0	SO	0.0		0.0		0.0		0.0		0.0		0.0	
2	Misc., Emergency & Safety Projects and Operational Improvements. Safety Projects where needs have been determined. DESIGN/R.O.W./CONST ( 14th and Hwy 2, L55X and Cornhusker, 9th/10th and Van Dorn ) Total	A	782.1	CM	587.3	PP	462.2	SO	1,831.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	Modifiy, Replace or Install traffic signal equipment and Communication Links. DESIGN/R.O.W./CONST Total	A	250.0	SO	250.0	SO	250.0	SO	250.0	SO	250.0	SO	250.0	SO	250.0	SO
4	Studies, Preliminary Engineering and Right-Of-Way Acquisition. DESIGN/R.O.W./CONST Total	A	0.0		0.0		0.0		0.0		0.0		0.0		0.0	
5	Bikeway trails in connection with street improvement projects. DESIGN/R.O.W./CONST Total	A	0.0		0.0		0.0		0.0		0.0		0.0		0.0	
6	Upgrade Built Environment, Traffic Calming and minor intersection improvements. DESIGN/R.O.W./CONST Total	A	0.0		0.0		0.0		0.0		0.0		0.0		0.0	
7	City Subsidy for Repaving, Paving Dist. and Fed-aid projects. DESIGN/R.O.W./CONST Total	A	0.0		0.0		0.0		0.0		0.0		0.0		0.0	
8	Landscaping in connection with street improvement projects. DESIGN/R.O.W./CONST Total	A	0.0		0.0		0.0		0.0		0.0		0.0		0.0	
9	Misc Engineering, Construction, Computer Records DESIGN/R.O.W./CONST Total	A	250.0	SO	750.0	WR	250.0	SO	750.0	WR	50.0	WR	950.0	SO	750.0	WR
			1,000.0		1,000.0		1,000.0		0.0		0.0		0.0		1,000.0	

(5) TOTAL FOR SIX YEARS (000's)	(6) COST BEYOND 2011-2012 (000's)	(7) PRIOR APPROPRIATIONS (000's) YEAR FS		(8) TOTAL CAP COSTS (000's) (5)+(6)+(7)	(9) COMP PLAN CONFORM	(10) STATUS OF PLANS	(11) COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)						(1) PROJ. NO.
							PRELIM PLANS	FINAL PLANS	LAND ACQUI- TION	CONST	EQUIP / FURNISH	OTHER (EXPLAIN)	
1,000.0	On-going	1,434.1	04-06	2,434.1	ICWP	1							1
1,831.6	On-going	2,502.4	04-06	4,334.0	GCP	1							2
1,500.0	On-going	3,116.3	04-06	4,616.3	GCP	1							3
0.0	On-going	3,350.0	04-06	3,350.0	GCP	1							4
0.0	On-going	105.0	04-06	105.0	GCP	1							5
0.0	On-going	350.0	04-06	350.0	GCP	1							6
0.0	On-going	861.6	04-06	861.6	GCP	1							7
0.0	On-going	105.0	04-06	105.0	GCP	1							8
4,000.0	On-going	2,200.0	04-06	6,200.0	ICWP	1							9

**2007 - 2012 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works FORM A  
DIVISION: Streets & Highways / Traffic Engineering

(1) PROJ. NO.	(2) PROJECT TITLE	(3) PROJ. PRIO.	(4) 3% Inflation applied											
			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
			2006-2007	FS	2007-2008	FS	2008-2009	FS	2009-2010	FS	2010-2011	FS	2011-2012	FS
10	Sidewalk Maint. & Repair DESIGN/R.O.W./CONST Total	A	175.0	GR	250.0	GR								
			175.0		250.0		250.0		250.0		250.0		250.0	
11	Arterial/residential rehabilitation and intersection improvements. DESIGN/R.O.W./CON Arterial Residential Total	A	149.6	SO	929.3	SO							424.4	SO
			2,162.8	WR	771.3	WR	371.4	WR					160.2	WR
			1,067.4	RR	1,072.0	RR	1,082.6	RR	1,096.8	RR	1,099.5	RR	1,110.4	RR
			3,379.8		2,772.6		1,454.0		1,096.8		1,099.5		1,695.0	
12	Antelope Valley Phase 1 Project, Federal-Aid project. Big "T".  DESIGN/R.O.W./CONST Total	A	2,206.0	PC										
			1,300.0	RT										
			4,059.0	FA										
			7,565.0		0.0		0.0		0.0		0.0		0.0	
13	Antelope Valley Phase 1 Project, Federal-Aid project. Channel Phase 2 Total		421.0	FA										
			300.0	SO	800.0	SO	0.0		0.0		0.0		0.0	
			721.0		800.0		0.0		0.0		0.0		0.0	
14	Antelope Valley Phase 1 Project, Federal-Aid project. Channel Phase 3 Total	A	50.0	SO	50.0	SO	50.0	SO	50.0	SO			0.0	0.0
			50.0		50.0		50.0		50.0		0.0		0.0	
15	Antelope Valley Planning/Coordination a. Urban Development b. Parks Total		123.6	GR	106.9	GR	100.0	GR	100.0	GR				
			314.2	KF	106.9	GR							0.0	0.0
			437.8		213.8		100.0		100.0		0.0		0.0	
16	Antelope Valley Planning/Design a. Urban Development b. Public Works and Utilities Total		50.0	GR										
			50.0	SO									0.0	0.0
			100.0		0.0		0.0		0.0		0.0		0.0	
17	Antelope Valley Phase 1 Project, Federal-Aid project. "P" and "Q" Street Bridges. DESIGN/R.O.W./CONST Total	A	947.1	WR	1,354.0	FA								
			2,640.2	WC	10.7	SO							0.0	0.0
			3,587.3		1,364.7		0.0		0.0		0.0		0.0	
18	Antelope Valley Phase 1 Project, Federal-Aid project. "N". DESIGN/R.O.W./CONST Total	A					1,280.6	WR						
			150.0	SO	155.0	SO	977.9	SO	859.2	SO				
			150.0		155.0		2,258.5		859.2		0.0		0.0	

(5) TOTAL FOR SIX YEARS (000's)	(6) COST BEYOND 2011-2012 (000's)	(7) PRIOR APPROPRIATIONS (000's)		(8) TOTAL CAP COSTS (000's) (5)+(6)+(7)	(9) COMP PLAN CONFORM	(10) STATUS OF PLANS	(11) COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)						(1) PROJ. NO.
		YEAR	FS				PRELIM PLANS	FINAL PLANS	LAND ACQUI- TION	CONST	EQUIP / FURNISH	OTHER (EXPLAIN)	
1,425.0	On-going	1,991.1	04-06	3,416.1	NICP	1						See Form A	10
11,497.7	On-going	13,988.3	04-06	25,486.0	GCP	1						See Form A	11
7,565.0	None	16,655.0	05-06	24,220.0	ICWP	8						See Form A	12
1,521.0	None	79.1	05-06	1,600.1	ICWP	8						See Form A	13
200.0	None	134.1	05-06	334.1	ICWP	8						See Form A	14
851.6	None	1,149.5	04-06	2,001.1	ICWP	8						See Form A	15
100.0	None	904.8	04-06	1,004.8	ICWP	8						See Form A	16
4,952.0	None	331.2	05-06	5,283.2	ICWP	8						See Form A	17
3,422.7	None	336.5	05-06	3,759.2	ICWP	8						See Form A	18

**2007 - 2012 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works FORM A  
DIVISION: Streets & Highways / Traffic Engineering

(1) PROJ. NO.	(2) PROJECT TITLE	(3) PROJ. PRIO.	(4) 3% Inflation applied																			
			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)																			
			2006-2007	FS	2007-2008	FS	2008-2009	FS	2009-2010	FS	2010-2011	FS	2011-2012	FS								
19	Antelope Valley Phase 1 Project, Federal-Aid project. "O" Street Bridge. DESIGN/R.O.W./CONST	A			2,068.6 WR																	
			150.0 SO		1,320.0 SF		1,639.1 WR															
	Total		150.0		3,388.6		1,639.1		0.0		0.0											0.0
20	Antelope Valley Phase 1 Project, Federal-Aid project. East Leg of Big "X". DESIGN/R.O.W./CONST	A					500.0 CM															
					443.0 WC		500.0 RT															
					500.0 RT		572.5 WR		500.0 RT													
			1,000 FA		285.4 WR		4,557.2 WC		3,836.0 PC		3,971.6 WR											
			150.0 SO		6,555.9 FA		4,836.2 FA		5,030.8 WC		5,630.8 WC											5,289.6 WC
	Total		1,150.0		7,784.3		10,965.9		9,366.8		9,602.4											5,289.6
21	Antelope Valley Phase 1 Project, Federal-Aid project. "J" Street Bridge. DESIGN/R.O.W./CONST	A																				
			150.0 SO		155.0 SO		160.0 SO		1,000.3 WR		380.5 SO											
	Total		150.0		155.0		160.0		1,000.3		380.5											0.0
22	Antelope Valley Phase 1 Project, Federal-Aid project. South Street Bridge DESIGN/R.O.W./CONST	A												84.5 WC								284.3 WR
			150.0 SO		155.0 SO		160.0 SO		165.0 SO		860.5 SO											482.4 WC
	Total		150.0		155.0		160.0		165.0		945.0											766.7
23	Antelope Valley Phase 1 Project, Federal-Aid project. N/S Road "K" to "Q" DESIGN/R.O.W./CONST	A												192.9 WC								
														500.0 CM								
														1,114.5 SO		500.0 CM						
														1,349.2 WR		40.4 SO						500.0 CM
			900.0 FA		1,135.0 FA		160.0 SO		3,299.8 UK		4,663.7 UK											2,816.3 WR
	Total		900.0		1,135.0		160.0		6,456.4		5,204.1											3,316.3
24	Antelope Valley Phase 1 Project, Federal-Aid project. N/S Road, "Q" to "Y" DESIGN/R.O.W./CONST	A																				
	Total		150.0 SO		4,069.6 WC		2,921.1 FA		1,613.5 WR													
			150.0		4,069.6		2,921.1		1,613.5		0.0											0.0

(5) TOTAL FOR SIX YEARS (000's)	(6) COST BEYOND 2011-2012 (000's)	(7) PRIOR APPROPRIATIONS (000's) YEAR FS		(8) TOTAL CAP COSTS (000's) (5)+(6)+(7)	(9) COMP PLAN CONFORM	(10) STATUS OF PLANS	(11) COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)						(1) PROJ. NO.
							PRELIM PLANS	FINAL PLANS	LAND ACQUI- TION	CONST	EQUIP / FURNISH	OTHER (EXPLAIN)	
5,177.7	None	804.0	04-06	5,981.7	ICWP	7						See Form A	19
44,159.0	None	2,090.5	05-06	46,249.5	ICWP	7						See Form A	20
1,845.8	None	544.6	04-06	2,390.4	ICWP	7						See Form A	21
2,341.7	None	523.6	05-06	2,865.3	ICWP	7						See Form A	22
17,171.8	None	982.2	04-06	18,154.0	ICWP	6						See Form A	23
8,754.2	None	943.8	04-06	9,698.0	ICWP	6						See Form A	24

**2007 - 2012 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works FORM A  
DIVISION: Streets & Highways / Traffic Engineering

(1) PROJ. NO.	(2) PROJECT TITLE	(3) PROJ. PRIO.	(4) 3% Inflation applied													
			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
			2006-2007	FS	2007-2008	FS	2008-2009	FS	2009-2010	FS	2010-2011	FS	2011-2012	FS		
25	East "O" Street from 42nd to 52nd Streets DESIGN/R.O.W./CONST  Total	A	540.0 SO 1,385.0 WC 1,700.0 HB 3,625.0		0.0			0.0				0.0			0.0	
26	Harris Overpass Replacement, 3rd St to 9th St. CONST  Total	A	1,071.9 CM 11,150.0 BR 1,050.0 RT 13,271.9		600.0 PC 500.0 CM 4,000.0 RT 5,100.0			0.0				0.0			0.0	
27	South Beltway Project Design, ROW Aquisition and Construction Total	B	1,015.0 PC 1,015.0		2,164.0 PC 2,164.0			1,414.0 PC 1,414.0				1,250.0 PC 1,250.0			5,500.0 PC 5,500.0	4,000.0 PC 4,000.0
28	East Beltway Project Design, ROW Aquisition and Construction Total	B	300.0 FA 300.0		100.0 FA 100.0			100.0 FA 100.0				0.0			0.0	0.0
29	SW 40th Viaduct Project DESIGN/R.O.W./CONST Total	B	5,339.7 RT 5,339.7		600.0 SO 2,015.0 PC 4,000.0 SF 6,615.0			0.0				0.0			0.0	0.0
30	Adams and NW 12th Street bridge repair CONST. Total	B	135.0 RT 540.0 BR 675.0		0.0			0.0				0.0			0.0	0.0
31	48th Street and Huntington Avenue Total		600.0 CF 600.0		0.0			0.0				0.0			0.0	0.0
32	48th Street and Madison Avenue Total		0.0		0.0			0.0				0.0			0.0	600.0 UK 600.0
33	City Share of County Projects Built to City Standards Total		0.0		0.0			0.0				0.0			0.0	0.0

(5) TOTAL FOR SIX YEARS (000's)	(6) COST BEYOND 2011-2012 (000's)	(7) PRIOR APPROPRIATIONS (000's) YEAR FS		(8) TOTAL CAP COSTS (000's) (5)+(6)+(7)	(9) COMP PLAN CONFORM	(10) STATUS OF PLANS	(11) COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)						(1) PROJ. NO.
							PRELIM PLANS	FINAL PLANS	LAND ACQUI- TION	CONST	EQUIP / FURNISH	OTHER (EXPLAIN)	
3,625.0	None	7,865.7	05-06	11,490.7	ICWP	8						See Form A	25
18,371.9	None	3,330.0	05-06	21,701.9	ICWP	7						See Form A	26
15,343.0	7,500.0	132.4	05-06	22,975.4	ICWP	8						See Form A	27
500.0	None	320.0	05-06	820.0	ICWP	4						See Form A	28
11,954.7	None	0.0		11,954.7	ICWP	2						See Form A	29
675.0	On Going	0.0	0	675.0	ICWP	7						See Form A	30
600.0	None	600.0	05-06 CF	1,200.0	ICWP	7						See Form A	31
600.0	None	0.0	0	600.0	ICWP	7						See Form A	32
0.0	On Going	0.0	0	0.0	ICWP	7						See Form A	33

**2007 - 2012 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works FORM A  
DIVISION: Streets & Highways / Traffic Engineering

(1) PROJ. NO.	(2) PROJECT TITLE	(3) PROJ. PRIO.	(4) 3% Inflation applied											
			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
			2006-2007	FS	2007-2008	FS	2008-2009	FS	2009-2010	FS	2010-2011	FS	2011-2012	FS
34	Impact Fee Districts	A												
	District 1		1,840.0	IF	787.5	IF	855.0	IF	925.0	IF	992.5	IF	1,062.5	
	Projects such as:													
	W. Adams Street - NW 63rd Street to NW 48th Street													
	Coddington Avenue - "A" Street to Van Dorn Avenue													
	SW 40th Street - "O" Street to "A" Street													
	W "A" Street - SW 40th Street to Coddington Avenue													
	District 2		1,018.0	IF	472.5	IF	513.0	IF	555.0	IF	595.5	IF	637.5	IF
	Projects such as:													
	N. 14th Street - Superior Street to Alvo Rd													
	Fletcher Avenue - 14th Street to Telluride Drive													
	Alvo Rd - NW 12th Street to NW 20th Street													
	District 3		334.0	IF	157.5	IF	171.0	IF	185.0	IF	198.5	IF	212.5	IF
	Projects such as:													
	N. 48th Street - Greenwood Street to Doris Bair Circle													
	70th and 84th Street s Study													
	Arbor Rd. - N 48th Street to N. 56th Street													
	District 4		302.0	IF	157.5	IF	171.0	IF	185.0	IF	198.5	IF	212.5	IF
	Projects such as:													
	Adams Street - 75th Street to 84th Street													
	Fletcher Avenue - Hwy 6 to E/O 84th Street													
	98th Street - "O" Street to Holdrege Avenue													
	District 5		2,304.0	IF	945.0	IF	1,026.0	IF	1,110.0	IF	1,191.1	IF	1,275.0	IF
	Projects such as:													
	Pioneers Blvd. - Antelope Creek Rd to Pagoda Lane													
	Old Cheney Rd - 70th Street to 84th Street													
	Pine Lake Rd - 84th to 98th Street													
	98th Street - Old Cheney Rd to Pine Lake Rd													
	98th Street - "A" Street to "O" Street													
	District 6		363.0	IF	315.0	IF	342.0	IF	370.0	IF	397.0	IF	425.0	IF
	Projects such as:													
	Pine Lake Rd - 56th Street to Hwy 2													
	56th Street - Old Cheney Rd to Yankee Hill Rd													
	Yankee Hill Rd - 70th Street to 84th Street													
	Rokeby Rd - 27th Street to 40th Street													
	District 7		558.0	IF	315.0	IF	342.0	IF	370.0	IF	397.0	IF	425.0	IF
	Projects such as:													
	14th Street / Warlick Blvd / Old Cheney Rd. Intersection													
	27th Street - Pine Lake Rd to Yankee Hill Rd													
	Folsom Avneuuue - W. Old Cheney Rd to W. Denton Rd													
	<b>Total</b>		<b>6,719.0</b>		<b>3,150.0</b>		<b>3,420.0</b>		<b>3,700.0</b>		<b>3,970.0</b>		<b>4,250.0</b>	

(5) TOTAL FOR SIX YEARS (000's)	(6) COST BEYOND 2011-2012 (000's)	(7) PRIOR APPROPRIATIONS (000's) YEAR FS		(8) TOTAL CAP COSTS (000's) (5)+(6)+(7)	(9) COMP PLAN CONFORM	(10) STATUS OF PLANS	(11) COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)						(1) PROJ. NO.
							PRELIM PLANS	FINAL PLANS	LAND ACQUI- TION	CONST	EQUIP / FURNISH	OTHER (EXPLAIN)	
25,209.0	Unknown	4,911.0	04-06	30,120.0	ICWP	1						See Form A	34

**2007 - 2012 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works FORM A  
DIVISION: Streets & Highways / Traffic Engineering

(1) PROJ. NO.	(2) PROJECT TITLE	(3) PROJ. PRIO.	(4) 3% Inflation applied											
			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
			2006-2007	FS	2007-2008	FS	2008-2009	FS	2009-2010	FS	2010-2011	FS	2011-2012	FS
FEDERAL-AID FUNDS:														
	PC (Federal-Urban Area Projects)		3,221.0	PC	4,779.0	PC	1,414.0	PC	5,086.0	PC	5,500.0	PC	4,000.0	PC
	BR (Federal-Bridge Replacement)		11,690.0	BR	0.0	BR								
	PP (STPP - Hazard Elimination)		587.3	PP	0.0	PP								
	CM ( Congestion Managment/Air Quality)		1,854.0	CM	500.0	CM								
	FA ( Federal Aid )		6,680.0	FA	9,144.9	FA	7,857.3	FA	0.0	FA	0.0	FA	0.0	FA
	<b>SUB-TOTAL FEDERAL-AID FUNDS</b>		<b>24,032.3</b>		<b>14,423.9</b>		<b>9,771.3</b>		<b>5,586.0</b>		<b>6,000.0</b>		<b>4,500.0</b>	
OTHER FUNDS:														
	SF (State/FederalFunds)		0.0	SF	5,320.0	SF	0.0	SF	0.0	SF	0.0	SF	0.0	SF
	TM (State-Train Mile Tax)		0.0	TM	0.0	TM	0.0	TM	0.0	TM	0.0	TM	0.0	TM
	RT (Railroad Trans. Safety District)		7,824.7	RT	4,500.0	RT	500.0	RT	500.0	RT	0.0	RT	0.0	RT
	UK ( Unknown)		0.0	UK	0.0	UK	0.0	UK	3,299.8	UK	4,663.7	UK	600.0	UK
	<b>SUB-TOTAL OTHER FUNDS</b>		<b>7,824.7</b>		<b>9,820.0</b>		<b>500.0</b>		<b>3,799.8</b>		<b>4,663.7</b>		<b>600.0</b>	
CITY FUNDS:														
	WR ( City Residual Wheel Tax)		3,859.9	WR	3,875.3	WR	3,913.6	WR	3,963.0	WR	3,971.6	WR	4,010.8	WR
	RR (Residential Rehab)		1,067.4	RR	1,072.0	RR	1,082.6	RR	1,096.8	RR	1,099.5	RR	1,110.4	RR
	KF (Keno Funds)		314.2	KF	0.0	KF								
	SO (Highway Allocations Funds)		3,951.8	SO	3,355.0	SO	2,707.9	SO	2,438.7	SO	1,531.4	SO	924.4	SO
	WC ( City Wheel Tax, New Construction)		4,025.2	WC	4,512.6	WC	4,557.2	WC	5,223.7	WC	5,715.3	WC	5,772.0	WC
	GR (General Revenue )		348.6	GR	463.8	GR	350.0	GR	350.0	GR	250.0	GR	250.0	GR
	IF (Impact Fees)		6,719.0	IF	3,150.0	IF	3,420.0	IF	3,700.0	IF	3,970.0	IF	4,250.0	IF
	CF (Community Improvement Financing)		600.0	CF	0.0	CF								
	HB (Highway Allocation Bonds)		1,700.0	HB	0.0	HB								
	<b>SUB-TOTAL CITY FUNDS</b>		<b>22,586.1</b>		<b>16,428.7</b>		<b>16,031.3</b>		<b>16,772.2</b>		<b>16,537.8</b>		<b>16,317.6</b>	
	<b>DIVISION TOTALS (ALL FUNDS):</b>		<b>54,443.1</b>		<b>40,672.6</b>		<b>26,302.6</b>		<b>26,158.0</b>		<b>27,201.5</b>		<b>21,417.6</b>	
<p><b>NOTE:</b> For planning purposes, these projects have been accepted by the City. Substitution of categories of federal funds are acceptable and will not require a TIP revision.</p>														

(5) TOTAL FOR SIX YEARS (000's)	(6) COST BEYOND 2011-2012 (000's)	(7) PRIOR APPROPRIATIONS (000's) YEAR FS		(8) TOTAL CAP COSTS (000's) (5)+(6)+(7)	(9) COMP PLAN CONFORM	(10) STATUS OF PLANS	(11) COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)						(1) PROJ. NO.
							PRELIM PLANS	FINAL PLANS	LAND ACQUI- TION	CONST	EQUIP / FURNISH	OTHER (EXPLAIN)	
24,000.0													
11,690.0													
587.3													
4,354.0													
23,682.2													
64,313.5													
5,320.0													
0.0													
13,324.7													
8,563.5													
27,208.2													
23,594.2													
6,528.7													
314.2													
14,909.2													
29,806.0													
2,012.4													
25,209.0													
600.0													
1,700.0													
104,673.7													
196,195.4													

**d** City of Lincoln: StarTran

## Project Summary

**Department:** Public Works  
**Division:** StarTran

---

Since public acquisition of the Lincoln City Lines in 1971, StarTran has been providing efficient, convenient, and economical public transportation services. The services provided comply with the current 2025 Comprehensive Regional Plan. Previous capital improvement programs have included equipment essential in StarTran's provision of services. The F.Y. 2006-2012 CIP describes capital items which will afford the opportunity for continued improvement of StarTran services. Future years include continued replacement of additional StarTran transit vehicles and purchase of associated equipment/items.

1. Project No. 1- Purchase of Full-size Buses

A phased purchase of full-size replacement transit buses is identified, as follows:

<u>Buses Purchased</u>	<u>Funding Accumulated</u>	<u>Potential Replacement Buses</u>	<u>Delivery</u>
15	F.Y. 2004-05 through F.Y. 2006-07	11 1986 & 4 1993 Flexible Buses	F.Y. 2006-07
15	F.Y. 2007-08 through F.Y. 2010-11	15 1997 Gillig Buses	F.Y. 2010-11
20	F.Y.2011-12 through F.Y. 2015-16	20 2001 Gillig Buses	F.Y. 2015-16

Local funding for the above bus purchases is comprised of City of Lincoln general revenues and the portion of the contractual funds from the University of Nebraska (StarTran/UNL Transportation Program) designated for vehicle replacement. The Federal Transit Administration (FTA) regulations allow phasing of bus purchases as an alternate to the traditional direct purchase of buses. FTA requires that full-size transit vehicles have a twelve-year economic life, although StarTran typically operates buses more than twelve years before replacement. All of the current buses being replaced as indicated above will have exceeded the required twelve years of operation. An analysis of the structural and engine conditions of the StarTran fleet is conducted annually, which is utilized to develop the replacement program of StarTran buses. The above phased bus replacement schedule is in compliance with the most recent analyses and bus replacement program.

2. Project No. 2 – Purchase New Fareboxes, with Smart Cards

Funds are included in F.Y. 2007-08 for replacement of all bus fareboxes. Currently, the fareboxes are 15 years old and have exceeded their normal operating life. Replacement of fareboxes will afford the opportunity to continue to effectively collect accurate passenger fares and process fare structure information for routine analysis. StarTran is expected to

potentially implement the “smart card” technology in conjunction with the replacement of the fareboxes, which would enable patrons to utilize a debit card to make fare transactions. Such smartcard technology also has the potential to be implemented with other services such as paying parking fares. Total project cost is estimated at \$1,087,500. Funding will come from a combination of federal earmarked funds and regularly appropriated capital funds.

3. Project No. 3 - “G” Street Building Roof

Funds are included in F.Y. 2007-08 to replace the roof on the building located at 7th and “G” street. This building is currently used as an additional bus and parts storage area. The current roof is at least 30 years old and there is considerable leaking and deterioration on the roof. StarTran shares the building with Lincoln Parks & Recreation and Lincoln Fire Department. The funds programmed by StarTran would cover 70% of the cost of replacing the roof. The Parks & Recreation and Fire Department expected to cover the rest of the cost.

4. Project No. 4 - Purchase Transit Enhancements

Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund transit enhancements. Such enhancements, in general, include bus shelters, signage, art, pedestrian, bicycle related equipment and landscaping. Initially, such funding will be directed to the rehabilitation of the 11<sup>th</sup> & “O”, Gold’s passenger facilities, now over 20 years old. When such restoration is completed, other such eligible facilities will be addressed. The purchase of bus shelters, originally scheduled for replacement in FY 2006-07, are not necessitated at this time due to adequate supply, so propose to defer replacement at a later time.

5. Project No. 5 - Purchase of Security Enhancements

Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund security enhancements. Such enhancements, in general, include increased facility lighting, camera surveillance, and emergency telephone line to contact security personnel. Funds are included in every year for purchase of security cameras and recording equipment to be installed on all StarTran buses.

6. Project No. 6 - Purchase of Supervisor Vehicles

Funds are proposed in FY 2007-08 and FY 2009-10 to purchase three replacement Supervisor vehicles. The vehicles to be replaced are a 1996 Dodge Intrepid, 2002 Dodge Durango and a 2004 Chevy Venture. Analyses are conducted evaluating the vehicle conditions and which will justify the need to replace the three subject vehicles. The larger SUV and mini-van supervisor vehicles, with 7-9 seats, is meeting the unique needs of StarTran supervisors, transporting supplies and schedules, and carrying patrons as necessary.

7. Project No. 7 - Computer Hardware/Software

Funds are proposed in F.Y. 2006-07, F.Y. 2007-08 and F.Y. 2009-10 for continued routine upgrade/replacement of StarTran computer hardware and software. Such funding will afford the opportunity for maintaining effective computer services for StarTran administration, operators, and maintenance functions. Staff training courses utilizing computerized programs are integrated as part of the continuing StarTran training program.

8. Project No. 8 - Shop Tools/Equipment  
Funds are proposed in each fiscal year for continued routine upgrade and replacement of tools and equipment, as well as for replacement due to unexpected breakage. Such tools and equipment include an additional brake lathe, and on-going replacement of garage doors.
9. Project No. 9 - Automated Vehicle Location Enhancements  
Funds are included in FY 2007-08 for the addition of components to the AVL system. These enhancements will increase the effectiveness StarTran operations and customer service. Such additions include on-board annunciators providing visual and audible stop announcements, web-based trip planner system and passenger information systems.
10. Project No. 10 - Bus Information Publication  
Funds are proposed in FY 2007-08, FY 2008-09 and FY 2010-11 for the design, production and printing of fare devices, route and schedule information. Funds are included every two years to update such information due to route changes and schedule adjustments.
11. Project No. 11 - Bus Graphics  
Funds are included in FY 2007-08 for the promotion of StarTran services via bus wraps on exterior of buses and Handi-Vans. Such promotional graphics has been successful in the past for promoting special events in order to increase ridership and revenue. Costs include design and production of advertising.
12. Project No. 12 - Handi-Van Replacement  
Funds are included in FY 2007-08 and FY 2008-09 to begin the accumulation of funding for replacement of current (purchased in 2003)Handi-Van vehicles. Federal Transit Administration specifies that Handi-Van type vehicles have an operational economic life of five years.
13. Project No. 13 - Replace Elevator in Administrative Area  
Funds are included in FY 2009-10 for the replacement of the elevator which provides ADA accessibility to the administrative area.
14. Project No. 14 - Purchase Bus Wash System  
Funds are included in FY 2008-09 and 2009-10 for replacement of the drive through bus wash system. The wash system was purchased in 1994 and will have exceeded its normal operating life.
15. Project No. 15 - Floor Scrubber  
Funds are included in F.Y. 2009-10 for the replacement of a floor scrubber. The current scrubber was purchased in 1982 and will have exceeded its normal operating life. The scrubber is utilized on all garage floors to effectively clean oil, grease and dirt build-up.
16. Project No. 16 - Building Maintenance  
Funds are included in FY 2009-10 and FY 2010-11 for necessary repairs to the StarTran building facilities. Such repairs include roof replacement, HVAC replacement, painting of offices and lighting replacement.

18. Project No. 18 - Purchase of Replacement Service Vehicle

Funds are included in F.Y. 2010-2011 to replace the 1996 Ford Service Vehicle. This vehicle, in FY 2010-11, will be 16 years old, and the current structural deterioration will be increased. This vehicle is utilized on a daily basis to service StarTran buses, including towing, jump starting, fluid replacement, and, in the winter, sanding and plowing.

***List of Projects***

***Department: Public Works  
Division: StarTran***

<b>Project Number</b>	<b>Project Title</b>
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1. Purchase of Full Size Buses
2. Purchase New Fareboxes with Smart Cards
3. "G" Street Building Roof
4. Purchase Transit Enhancements
5. Purchase Security Enhancements
6. Purchase of Supervisor Vehicles
7. Computer Hardware/Software
8. Shop Tools/Equipment
9. Automated Vehicle location Enhancements
10. Bus Information publication
11. Bus Graphics
12. Handi-Van Replacement
13. Replace Elevator in Administrative Area
14. Purchase Bus Wash System
15. Floor Scrubber
16. Building Maintenance
17. Purchase of Replacement Service Vehicle

*Status of Previous Years Projects*

**Completed or Under Contract in FY 2005-2006**

1. Bus Storage Facility - Expansion
2. Shop Tools/Equipment
3. Computer Hardware and Software
4. Purchase of Transit Enhancements
5. Purchase of Security Enhancements
6. Implement AVL System

interoffice  
MEMORANDUM

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**To:** Mike Brienzo - Engineering Services  
**From:** Brian Praeuner - StarTran B.P.  
**Date:** March 2, 2006  
**Subject:** Private Enterprise and Transportation Improvement Program  
**cc:** Karl Fredrickson - PW/U

PLEASE INCLUDE THE FOLLOWING AS PART OF THE F.Y. 2006-2007 & 2011-2012 TIP:

The January 24, 1986 Federal Register contains a requirement that documentation of review of the Transportation Improvement Program (TIP) Annual Element for conformance with the FTA private enterprise policies be provided. This memo responds to that requirement by documenting the results of the "Process for Private Sector Participation in Planning and Provision of Transit Services - Lincoln, Nebraska" as developed by the MPO on June 23, 1986, as follows:

1. Conduct and maintain an inventory of private-for-profit operators within Lincoln area and on national level (as provided by FTA).

Inventory of 7 "national" and 4 "local" private-for-profit operators compiled, utilizing local and FTA sources of information (see Attachment #1).

2. Provide reasonable notice and opportunity for comment to private-for-profit operators of proposed transportation plans and programs.

The StarTran portion of the draft F.Y. 2006-2007 & 2011-2012 Lincoln Lancaster County TIP was forwarded to all inventoried private-for-profit operators on February 1, 2005. This information was to:

- \* Provide reasonable notice of proposed transportation plans and programs;
- \* Provide opportunity for private operators to review and comment on existing, restructured, and new services;
- \* Provide opportunity for private operators to propose privately operated services for Lincoln's transit program.

Comments on the transit services described in the draft F.Y. 2006-2007 & 2011-2012 TIP and proposals for provision of privately operated services were to be received no later than February 28, 2006. See Attachment #2 for a sample of the February 6, 2006 letter to the private-for-profit operators.

3. Additional information provided as requested.

StarTran staff responded to questions from private operators as appropriate.

4. Development of a local procedure for comparing costs on any service proposals received versus public and non-public and nonprofit operations. Such a procedure should conform with generally accepted accounting principles and be fair and reasonable.

A local procedure for comparing costs of any service proposals received versus public and non-profit operations was developed and forwarded to FTA on September 26, 1986 for review and comment. That procedure was subsequently accepted by FTA officials. It was noted that a more specific cost comparison process will be developed and implemented when, and if, a RPF for specific transit service is distributed by the City as specific data will be required of proposers when submissions are provided.

5. The Technical Committee, Officials Committee and MPO to be advised of any service proposals received as a result of this process prior to their review and actions on the TIP. Evaluation of any proposals received will be expected to follow MPO action on the TIP but would be completed, with the appropriate documentation, prior to submittal of grant request.

We anticipate no submissions, contracts, or service proposals will be received from any of the national and local private-for-profit operators contacted. If proposals are received an evaluation of the proposals will be performed.

It is recommended that the Technical Committee, Officials Committee, and the MPO, as part of the review and action on the F.Y. 2006-2007 & 2011-2012 Transportation Improvement Program, acknowledge that the "Process for Private Sector Participation in Planning and Provision of Transit Services - Lincoln, Nebraska" was carried out and that no service proposals were received. It is also recommended that the StarTran portion of the draft F.Y. 2006-2007 & 2011-2012 Transportation Improvement Program can be approved as submitted.

---

Brian Praeuner  
StarTran Planner

**Attachment #1**

Servant Cab Company  
320 West "P" Street  
Lincoln, NE 68528

Arrow State Lines  
4220 South 52<sup>nd</sup> Street  
Omaha, NE 68117-1309

Greyhound Bus Lines  
2601 North 11<sup>th</sup> Street, Suite 1  
Lincoln, NE 68521-2292

Mr. John Leudke  
Marketing Manager  
Mayflower Contract Services  
7741 West National Avenue  
Milwaukee, WI 53214

Mr. Ronald Moore, President  
Burlington Trailways  
906 Broadway  
West Burlington, IA 52655

Mr. S.C. Pederson  
National Marketing Manager  
VanPool Services, Inc.  
P.O. Box 159  
Detroit, MI 48288

Kevin August  
Director of Public Relations  
Laidlaw Transit, Inc.  
55 Shuman Blvd., Suite 400  
Naperville, IL 60563

First Transit  
One Centennial Plaza  
705 Central Avenue, Suite 300  
Cincinnati, OH 45202-5755

Ryder Truck Rental Inc.  
Director of Business Development  
3600 N.W. 82<sup>nd</sup> Avenue  
Miami, FL 33102-0816

Greyhound Lines, Inc.  
Ralph Borland, VP of Marketing  
P.O. Box 660362  
Dallas, TX 75266-0362

Good Life Tour & Travel  
2832 South 165<sup>th</sup> Avenue  
Omaha, NE 68130-1813

February 6, 2006



**CITY OF LINCOLN**  
**NEBRASKA**

MAYOR COLEEN J. SENG

lincoln.ne.gov

StarTran  
Public Works and Utilities Department  
710" Street  
Lincoln, Nebraska 68508  
402-441-7185  
fax: 402-441-7055



Servant Cab Company  
320 West P Street  
Lincoln, NE 68528

To Whom It May Concern:

In conformance with the guidance contained in the October 22, 1984 and January 24, 1986 Federal Registers regarding private enterprise participation in Federal Transit Administration Programs, enclosed is a copy of the StarTran portion of the draft 2006/07-2011/12 Lincoln-Lancaster County, Nebraska Transportation Improvement Program (TIP).

This information is being forwarded to both Lincoln and national private-for-profit operators to provide reasonable notice of proposed transportation plans and programs and opportunity for private operators to review and comment on existing, special services restructured, and new services and to propose privately operated services for Lincoln's transit program. Additional information regarding the attached program will be provided upon request by contacting this department.

Comments on the transit services described in the enclosed program and proposals for the provision of privately operated services for Lincoln's transit program are to be received by me no later than February 28, 2006. Proposals received will be evaluated in a manner consistent with Federal Transit Administration (FTA) policies, and proposers will be advised of the results of that evaluation in a timely manner.

Sincerely,

A handwritten signature in black ink that reads "Brian Praeuner".

Brian Praeuner  
Planner

Enclosure

cc: Shannon Graves - FTA, Region VII

TIP ltr

**2007 - 2012 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works  
DIVISION: StarTran

FORM A

(1)	(2)	(3)	(4)											
PROJ. NO.	PROJECT TITLE	PROJ. PRIORITY	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
			2006-2007	FS	2007-2008	FS	2008-2009	FS	2009-2010	FS	2010-2011	FS	2011-2012	FS
1	Purchase / Financing of Full Size Buses	A												
	a. 15 Full Size Buses		1,245.0	FA										
			255.0	GR										
	b. 15 Full Size Buses	A			950.4	FA	950.4	FA	950.4	FA	950.4	FA		
					100.6	GR	100.6	GR	100.6	GR	100.6	GR		
					94.0	SR	94.0	SR	94.0	SR	94.0	SR		
	c. 20 Full Size Buses	A											1,245.0	FA
													161.0	GR
													94.0	SR
2	Purchase New Fareboxes, with SMART Cards	B			65.0	FA								
					16.0	GR								
3	G Street Building Roof Replacement	B			40.0	FA								
					10.0	GR								
4	Transit Enhancements (required by FTA)	B	23.0	FA	23.0	FA	23.0	FA	23.0	FA	23.0	FA	23.0	FA
			5.7	GR	5.7	GR	5.7	GR	5.7	GR	5.7	GR	5.7	GR
5	Security Enhancements (required by FTA)	B	32.0	FA	32.0	FA	32.0	FA	32.0	FA	32.0	FA	32.0	FA
			8.0	SR	8.0	GR								
6	Purchase of Supervisor Vehicle	B			41.6	FA			26.4	FA				
					10.4	GR			6.6	GR				
7	Computer Hardware and Software	B	17.6	FA	16.0	FA			16.0	FA				
			4.4	SR	4.0	GR			4.0	GR				
8	Shop Tools / Equipment	B			25.6	FA	20.0	FA						
					6.4	GR	5.0	GR						
9	AVL Enhancements	B			40.0	FA			40.0	FA	40.0	FA	40.0	FA
					10.0	GR			10.0	GR	10.0	GR	10.0	GR
10	Bus Information Publications	C			24.0	FA	24.0	FA			24.0	FA		
					6.0	GR	6.0	GR			6.0	GR		
11	Bus Graphics	C			8.0	FA								
					2.0	GR								
12	Handivan Vehicle Replacement	C			400.0	FA	85.6	FA						
					81.9	GR	17.6	GR						
13	Replace Elevator in Admin Bldg.	C							48.0	FA				
									12.0	GR				
14	Purchase Bus Wash System	C					80.0	FA	80.0	FA				
							20.0	GR	20.0	GR				
15	Floor Scrubber	C							40.0	FA				
									10.0	GR				
16	Bldg Maintenance and Renovations	C							80.0	FA	160.0	FA		
									20.0	GR	40.0	GR		
17	Replace Service Vehicle	C									48.0	FA		
											12.0	GR		
	Totals													
	Federal	FA	1,317.6	FA	1,665.6	FA	1,215.0	FA	1,335.8	FA	1,277.4	FA	1,340.0	FA
	General Revenue	GR	273.1	GR	261.0	GR	162.9	GR	196.9	GR	182.3	GR	184.7	GR
	Special Reserves	SR	0.0	SR	94.0	SR								
	DIVISION TOTAL:		1,590.7		2,020.6		1,471.9		1,626.7		1,553.7		1,618.7	

(5)	(6)	(7)		(8)	(9)	(10)	(11)						(1)
SIX YEARS (000's)	COST BEYOND 2011-2012 (000's)	PRIOR APPROPRIATIONS		TOTAL CAP COSTS (000's) (5)+(6)+(7)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)						PROJ. NO.
		(000's)	YEAR FS				PRELIM PLANS	FINAL PLANS	LAND ACQUI- TION	CONST	EQUIP / FURNISH	OTHER (EXPLAIN)	
1,500.0		923.3	04-05	3,842.8	GCP	2						1,500.0	1
4,580.0		1,419.5	05-06	4,580.0	GCP	2						4,580.0	
1,500.0				1,500.0	GCP	2						1,500.0	
81.0		226.4	03-04	307.4	GCP	2						81.0	2
50.0				50.0	GCP	2						50.0	3
172.2				172.2	GCP	2						172.2	4
240.0				240.0	GCP	2						240.0	5
85.0				85.0	GCP	2						85.0	6
62.0				62.0	GCP	2						62.0	7
57.0				57.0	GCP	2						57.0	8
200.0				200.0	GCP	2						200.0	9
90.0				90.0	GCP	2						90.0	10
10.0				10.0	GCP	2						10.0	11
585.1				585.1	GCP	2						585.1	12
60.0				60.0	GCP	2						60.0	13
200.0				200.0	GCP	2						200.0	14
50.0				50.0	GCP	2						50.0	15
300.0				300.0	GCP	2						300.0	16
60.0				60.0	GCP	2						60.0	17
9,882.3		2,569.2		12,451.5								9,882.3	

**2007 - 2012 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works  
DIVISION: StarTran

FORM A

(1)	(2)	(3)	(4)						
PROJ. NO.	PROJECT TITLE	PROJ. PRIO.	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						
			2006-2007 FS	2007-2008 FS	2008-2009 FS	2009-2010 FS	2010-2011 FS	2011-2012 FS	
	OPERATIONS FUNDING SOURCE SUMMARY								
	Fixed Route Operation & Specialized Transportation Services for Lincoln, NE								
	Section 5307 Preventative Maintenance		1,350.0	1,375.0	1,400.0	1,425.0	1,425.0	1,425.0	1,425.0
	Section 5307 ADA		200.0	200.0	200.0	200.0	200.0	200.0	200.0
	NE (State Revenue/Aids)		133.0	133.0	133.0	133.0	133.0	133.0	133.0
	GR (General Revenues - Local Funds)		6,020.0	6,220.0	6,400.0	6,500.0	6,700.0	6,900.0	6,900.0
	SC (Service Charges - Local Funds)		1,394.0	1,400.0	1,400.0	1,500.0	1,500.0	1,500.0	1,500.0
	Total Funding		9,097.0	9,328.0	9,533.0	9,758.0	9,958.0	10,158.0	
	<b>Note:</b> <b>For planning purposes, these projects have been accepted by the City. Substitution of categories of federal funds are acceptable and will not require a TIP revision."</b>								

(5)	(6)	(7)		(8)	(9)	(10)	(11)					(1)
SIX YEARS (000's)	COST BEYOND 2011-2012 (000's)	PRIOR APPROPRIATIONS (000's)	YEAR FS	TOTAL CAP COSTS (000's) (5)+(6)+(7)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)					PROJ. NO.
							PRELIM PLANS	FINAL PLANS	LAND ACQUI- TION	CONST	EQUIP / FURNISH	
8,400.0												
1,200.0												
798.0												
38,740.0												
8,694.0												
57,832.0												



## ***Project Summary***

**Agency:** Lincoln Airport Authority

**Division:** Lincoln Airport

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- 1. Master Plan Update**
- 2. Sealcoat 14/32, Taxiway Alpha; S. Delta, Tower Loop Service Roads**
- 3. Terminal Renovations**
- 4. Airfield Drainage**
- 5. Runway 18 Localizer Relocation**
- 6. Runway 18/36 Rehabilitation**
- 7. Runway 35 Threshold Relocation**
- 8. Terminal Renovations : Taxiway “C”**

## ***Status of Previous Years Projects***

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### **Projects Dropped from Program**

- **Snow blower**

### **Projects Completed**

- **Sealcoat 17/35; North Service Road**
- **Omni Directional Approach Lights**
- **Combined Safety Projects**
- **Access Control**

TRANSPORTATION IMPROVEMENT PROGRAM

(1)	(2)	(3)	(4)																	
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Discription) (Project Number)	PROJ PRIO	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)																	
			PRIORITY PROJECTS						OUT YEAR PROJECTS											
			2006-07	FS	2007-08	FS	2008-09	FS	2009-10	FS	2010-11	FS	2011-12	FS						
1	Master Plan Update, GIS		\$380,000	AIP																
			\$20,000	LAA																
	TOTAL		\$400,000																	
2	Sealcoat 14/32; A, Service Roads		\$712,500	AIP																
			\$37,500	AP																
	TOTAL		\$750,000																	
3	Terminal Renovations		\$427,500	AIP																
			\$22,500	LAA																
	TOTAL		\$450,000																	
4	Airfield Drainage				\$475,000	AIP														
					\$25,000	LAA														
	TOTAL				\$500,000															
5	Rwy 18 Localizer Relocation				\$475,000	AIP														
					\$25,000															
	TOTAL				500,000.0															
6	Rwy 18/36 Rehabilitation							\$2,850,000	AIP											
								\$150,000	LAA											
	TOTAL							\$3,000,000												
7	RElocate Rwy 35 Threshold									\$71,250	AIP									
										\$3,750	LAA									
	TOTAL									\$75,000										
8	Taxiway "C"											\$494,000	AIP							
												\$26,000	LAA							
	TOTAL											\$520,000								
	<b>FAA FUNDING:</b>																			
	AIP (Airport Improvement Program)		\$1,520,000		\$950,000			\$2,850,000		\$71,250		\$494,000								\$0
	<b>STATE FUNDING:</b>																			
	NDA (NE Dept. of Aeronautics)		\$0		\$0			\$0		\$0		\$0		\$0						\$0
	<b>LOCAL FUNDS:</b>																			
	LAA (Lincoln Airport Authority)		\$80,000		\$50,000			\$150,000		\$3,750		\$26,000								\$0
	<b>TOTALS:</b>		\$1,600,000		\$1,000,000			\$3,000,000		\$75,000		\$520,000								ERR
	<b>Note:</b>																			
	For planning purposes, these projects have been accepted by the City. Substitution of categories of federal funds are acceptable and will not require a TIP revision.																			

(5)	(6)	(7)		(8)	(9)	(10)	(11)					(1)
TOTAL FOR SIX YEARS (000's)	COST BEYOND 2010-11 (000's)	PRIOR APPROPRIATIONS		TOTAL PROJ COST (000's) (5)+(6)+(7)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)					PROJ NO (Map)
		YEAR	FS				PRELIM PLANS	FINAL PLANS	LAND ACQUISITION	CONST	EQUIPMENT/FURNISHING	
400,000.0	None	None		400,000.0	GCP							1
750,000.0	None	None		750,000.0	GCP							2
450,000.0	None	None		450,000.0	GCP							3
500,000.0	None	None		500,000.0	GCP							4
500,000.0	None	None		500,000.0	GCP							5
3,000,000.0	None	None		3,000,000.0	GCP							6
75,000.0	None	None		75,000.0	GCP							7
520,000.0	None	None		520,000.0	GCP							8
5,885,250.0												
0.0												
309,750.0												
6,195,000.0												

**f** State of Nebraska: Section 5310Projects

## ***Project Summary***

### **Agency: State of Nebraska: Section 5310 Projects**

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#### **Project and Funding Requests for FY 2006-07**

(Projects pending funding assistance from Federal Transportation Section 5310 Capital Funds)

1. Transfiguration, Inc - Lincoln, Nebraska  
Purchase one 12-passenger van with related equipment to provide services for people who are elderly or persons with physical disabilities.
2. Region V Foundation - Lincoln/Lancaster County  
Purchase one small bus with ADA equipment to provide transportation for elderly persons or persons with physical disabilities.
3. Indian Center - Lincoln, Nebraska  
Purchase two 12-passenger van with related equipment to provide services for people who are elderly or persons with physical disabilities.

#### **Status of Previous Years 2005-06 Projects: Completed or Under Contract**

1. Senor Foundation - Lincoln, Nebraska  
Purchase one 15-passenger van with related equipment to provide services for people who are elderly or physically disabled within the Lincoln urbanized area.
2. Region V Foundation - Lincoln/Lancaster County  
Purchase one 12 -passenger bus with ADA equipment to provide transportation for elderly persons or persons with physical disabilities.
3. Madonna Rehabilitation Hospital - Lincoln, Nebraska  
Purchase two 15-passenger van with related equipment to provide services for people who are elderly or persons with physical disabilities.
4. Tabitha Foundation, Inc - Lincoln, Nebraska  
Purchase one 12-passenger van with related equipment to provide services for people who are elderly or disabled.

TRANSPORTATION IMPROVEMENT PROGRAM

DIVISION: SECTION 5310 PROJECTS

(1)	(2)	(3)	5% Inflation per year (4)																	
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Discription) (Project Number)	PROJ PRIO	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)																	
			PRIORITY PROJECTS					OUT YEAR PROJECTS												
			2006-07	FS	2007-08	FS	2008-09	FS	2009-10	FS	2010-11	FS	2011-12	FS						
1	Transfiguration, Inc.		22.4	B2																
			5.6	OF																
	FUNDING SUBJECT TO APPROVAL TOTAL		28.0																	
2	Region V Foundation - Lincoln, Nebraska Purchase one small bus		38.4	B2																
			9.6	OF																
	FUNDING SUBJECT TO APPROVAL TOTAL		48.0																	
3	Indian Center, Inc. Purchase two 12-passenger vans		44.8	B2																
			11.2	OF																
	FUNDING SUBJECT TO APPROVAL TOTAL		56.0																	
FEDERAL FUNDING:																				
	B2 (Section 5310 Funds)		105.6																	
	FUNDING SUBJECT TO APPROVAL SUB-TOTAL FEDERAL FUNDING:		105.6																	
STATE FUNDING:																				
	SUB-TOTAL STATE FUNDING:		0.0																	
LOCAL FUNDING:																				
	OF (Other Funds)		26.4																	
	SUB-TOTAL LOCAL FUNDING:		26.4																	
	<b>FUNDING TOTALS:</b>		132.0																	

**Note:**  
**For planning purposes, these projects have been accepted by the State. Substitution of categories of federal funds are acceptable and will not require a TIP revision."**

(5)	(6)	(7)		(8)	(9)	(10)	(11)					(1)	
TOTAL FOR SIX YEARS (000's)	COST BEYOND 2010-11 (000's)	PRIOR APPROPRIATIONS		TOTAL PROJ COST (000's) (5)+(6)+(7)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)					PROJ NO (Map)	
		(000's)	YEAR FS				PRELIM PLANS	FINAL PLANS	LAND ACQUISITION	CONST	EQUIPMENT/FURNISHING		OTHER (Explain)
28.0				28.0									1
48.0				48.0									2
56.0				56.0									3
105.6				105.6									
0.0				0.0									
26.4				26.4									
132.0				132.0									



## **Project Summary**

**Agency: City of Lincoln: Parks Department**

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(Projects pending federal funding assistance from  
Federal Transportation Enhancement Funds or the Recreational Trails Program (RTP))

- |     |   |            |
|-----|---|------------|
| 1.  | Timber Valley-Hartland Homes SW Trail Connector, 10' wide trail SW Trail connector, includes short bridge over creek.   | 800 Feet   |
| 2.  | Vavrina Meadows Trail Connector, 10' wide trial through residential 14 <sup>th</sup> Street connection to Yankee Hill Road.   | 0.5 Miles  |
| 3.  | Jamaica North (UP RR ROW at approx. 4 <sup>th</sup> St.) 10' wide concrete Calvert to "A" Street.   | 1.5 Miles  |
| 4.  | Jamaica North (UP RR ROW at approx. 4 <sup>th</sup> St.) 10' wide concrete 4 <sup>th</sup> & "A" Street, north to "J" Street.   | 0.5 Miles  |
| 5.  | Beal Slough South Trail Extension, 10' wide running along Beal Slough 56 <sup>th</sup> & Old Cheney Road to 62 <sup>nd</sup> & Pine Lake Road.                                    | 1.5 Miles  |
| 6.  | Cavett Elem. to Grainger Connector, 10' Tierra-Williamsburg connection at 37 <sup>th</sup> & SanMateo connect Cavett Elem. 36 <sup>th</sup> & SanMateo south to Yankee Hill Road. | 0.5 Miles  |
| 7.  | Stonebridge Development Trail, 10' wide concrete, with underpass in box at Alvo Rd. Humphrey Street – 14 <sup>th</sup> to east and north to Alvo Road.                            | 1.25 Miles |
| 8.  | Fletcher Street Trail, 10' wide concrete running along Fletcher 14 <sup>th</sup> Street to North Star High School   | 1.75 Miles |
| 9.  | 9 <sup>th</sup> , 10 <sup>th</sup> and Van Dorn Trail Connector Improvements  | 1,300 Feet |
| 15. | <i>MoPac West Pedestrian Bridge over North 27<sup>th</sup> Street</i>   |            |

### **Antelope Valley – Parks & Trails Project**

- |     |  |            |
|-----|--|------------|
| 10. | Antelope Valley Trail Phase 1 Channel<br>Salt Creek Levee to Holdrege & Dietrich Connector | 0.75 Miles |
| 11. | Antelope Valley Trail Phase 2 Channel<br>Holdrege to Vine Connect to MoPac and Rock Island | 0.5 Miles  |
| 12. | Antelope Valley Tail Phase 3 Channel<br>Vine to Rock Island                                | 1.0 Miles  |

**Agency: Lower Platte South Natural Resource District**

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(Projects pending Board of Director and Recreational Trails Program (RTP) approval.)

13. Salt Creek Levee Trail - North 14th Street to Cornhusker Highway
14. 1st & "J" Street Salt Creek Levee Trail Railroad Under passing
16. *Motocross / ATV Facility*

**Committed or Under Contract:**

**CITY OF LINCOLN**

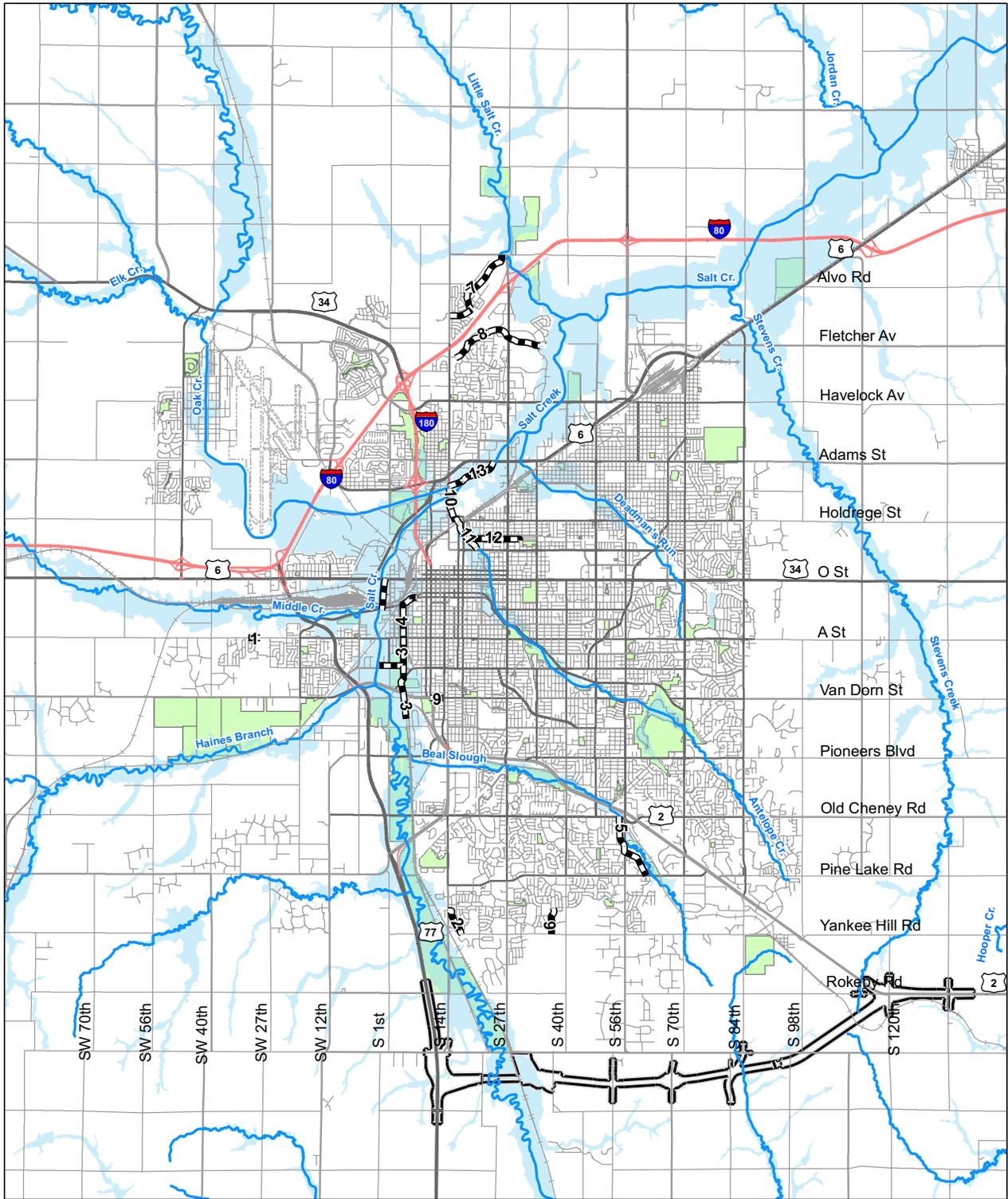
- Antelope Valley Trail - Phase 1 Channel
- Antelope Valley Trail - Phase 2 Channel
- Tierra Park Connector
- Highway Concrete Trail – 56<sup>th</sup> to Old Cheney Road
- Antelope Creek Trail Extension Underpass - Old Cheney Road, S 84th Street (Completed with road project)
- MoPac West bridge – 27<sup>th</sup> Street Overpass
- Village Gardens, North Entrance

**LOWER PLATTE SOUTH NATURAL RESOURCE DISTRICT**

- Haymarket Ball Park Trail, Connect trail from Charleston St. On Salt Creek Levee to 14<sup>th</sup> Street, on RDB with under crossing at I-180, 10<sup>th</sup> and 14<sup>th</sup> Street
- Homestead Trail – from Jamaica Trail to the County Line
- Homestead Trail – Princeton to Cortland

**UNIVERSITY OF NEBRASKA LINCOLN**

- UNL East Campus – Huntington/Leighton, 33<sup>rd</sup> to 48<sup>th</sup>, Bridge only west of 48<sup>th</sup>, Trail bridge
- UNL East Campus – Huntington/Leighton Bikeway Trail, 33<sup>rd</sup> to 48<sup>th</sup>, Trail and Bridge



L E G E N D	<b><i>Lincoln's Future Service Limit Shown as Grey</i></b>	
	<p>Map Prepared by ES GIS Section</p> <p>Miles 0 0.7 1.4 2.1</p>	<ul style="list-style-type: none"> <li> Trails</li> <li> Existing Parks</li> </ul>

TRANSPORTATION IMPROVEMENT PROGRAM

DIVISION: Parks Department

(1)	(2)	(3)	(4)													
PROJ NO (Map)	PROJECT  PROJECT TITLE	PROJ PRIO	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
			PRIORITY PROJECTS					OUT YEAR PROJECTS								
			2006-07	FS	2007-08	FS	2008-09	FS	2009-10	FS	2010-11	FS	2011-12	FS		
1	Timber Valley -Heartland SW Trail Connector 10'wide includes short bridge over creek, 0.0 miles	B			20.0	GR										
	TOTAL		0.0		20.0			0.0		0.0			0.0			0.0
2	Vavrina Meadows Trail Connector 10'wide trail 14th Street to Yankee hill 0.5 miles	B			15.0	IF										
	TOTAL		0.0		30.0	GR			0.0				0.0			0.0
3	Jamaica North, Up RR ROW at approx 4th Street Calvert to A Street, 10' wide concrete 1.5 Miles	B			60.0	OF										
	TOTAL		300.0		0.0	PB			0.0				0.0			0.0
4	Jamaica North, Union Pacific Line / 4th Street Corridor 4th Street & A Street, north to "J" Street , 5' wide 0.5 Miles	B			60.0	OF										
	TOTAL		0.0		300.0	PB			0.0				0.0			0.0
5	Beal Slough South Trail Extension	B						90.0	IF							
	TOTAL		0.0		0.0			360.0	PB				0.0			0.0
6	Cavett Elem. to Grainger Connector Cavett Elementary School to Grainger Prkwy, 0.5 miles	B								90.0	IF					
	TOTAL		0.0		0.0			0.0		360.0	PB		0.0			0.0
7	Stonebridge Development Trail	B										90.0	GR			
	TOTAL		0.0		0.0			0.0		0.0		360.0	PB			0.0
8	Fletcher Street Trail ( 14th to North Star H.S.)														90.0	GR
	TOTAL		0.0		0.0			0.0		0.0		0.0			360.0	PB
9	<b>9th/10th/Van Dorn Trail Connector Improvements</b>				200.0	OF										
	TOTAL		200.0		0.0			0.0		0.0			0.0			0.0
15	<i>MoPac West Pedestrian Bridge over North 27th Street</i>				500.0	TE										
	<i>TOTAL</i>		<i>500.0</i>		0.0			0.0		0.0			0.0			0.0
<b>ANTELOPE VALLEY</b>																
10	Antelope Valley Trail - Phase 1 Channel Salt Creek Levee to Holdrege & Dietrich Connector	A			90.0	KF										
	TOTAL		90.0		0.0			0.0		0.0			0.0			0.0
11	Antelope Valley Trail - Phase 2 Channel Holdrege to Vine Connector to MoPac and Rock Island 0.5 Miles	A			20.0	GR										
	TOTAL		0.0		100.0	OF			0.0				0.0			0.0
12	Antelope Valley Trail - Phase 3 Channel Vine Street to Rock Island Trail 1.0 Miles	B						50.0	GR			50.0	GR		8.0	GR
	TOTAL		0.0		0.0			50.0		50.0		50.0		8.0		0.0

(5)	(6)	(7)		(8)	(9)	(10)	(11)					(1)	
TOTAL FOR SIX YEARS (000's)	COST BEYOND 2011-12 (000's)	PRIOR APPROPRIATIONS		TOTAL PROJ COST (000's)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)					PROJ NO (Map)	
		(000's)	YEAR FS	(5)+(6)+(7)			PRELIM PLANS	FINAL PLANS	LAND ACQUISITION	CONST	EQUIPMENT/FURNISHING	OTHER (Explain)	
20.0				20.0	GCP								1
30.0				30.0	ICWP								2
300.0				300.0	ICWP								3
300.0				300.0	ICWP								4
450.0				450.0	ICWP								5
450.0				450.0	ICWP								6
450.0				450.0	ICWP								7
450.0				450.0	ICWP								8
200.0				200.0									9
90.0				90.0	ICWP								10
100.0				100.0	ICWP								11
108.0				108.0	ICWP								12



(5)	(6)	(7)		(8)	(9)	(10)	(11)					(1)	
TOTAL FOR SIX YEARS (000's)	COST BEYOND 2011-12 (000's)	PRIOR APPROPRIATIONS		TOTAL PROJ COST (000's) (5)+(6)+(7)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)					PROJ NO (Map)	
		(000's)	YEAR FS				PRELIM PLANS	FINAL PLANS	LAND ACQUISITION	CONST	EQUIPMENT/FURNISHING		OTHER (Explain)
0.0													
1920.0													
1920.0													
415.0													
253.0													
110.0													
80.0													
858.0													
2778.0													

**2007-2012 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lower Platte South  
DIVISION: Natural Resource District

FORM A

(1)	(2)	(3)	5% Inflation per year (4)														
PROJ NO (Map)	PROJECT TITLE	PROJ PRIO	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)														
			PRIORITY PROJECTS						OUT YEAR PROJECTS								
			2006-07	FS	2007-08	FS	2008-09	FS	2009-10	FS	2010-11	FS	2011-12	FS			
	<b>LOWER PLATTE SOUTH NRD</b>																
13	Salt Creek Levee Trail North 14th Street to Cornhusker Hwy. Construction. (project pending approval)		160.0	RTP													
			40.0	OF													
	TOTAL		200.0														
14	1st & "J" Street Salt Creek Levee Trail RR Undercrossing Trail Undercrossing near 1st & J St. Construction. (project pending approval)		105.5	OF													
			105.5	RT													
	TOTAL		211.0														
16	<i>Motocross / ATV Facility Loacted near Abbott Sports Comple</i>		255.1	RTP													
	TOTAL		255.1														
	(All RTP projects pending Rec. Trail Program (RTP) funding.)																
	Federal/State/NRD/RTSD fundings																
	<b>FEDERAL FUNDING:</b>																
	PB (STPB - Sub-Allocation, Transportation Enhancement)		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0
	RTP (Recreational Trails Program) - PENDING APPROVAL		415.1		0.0		0.0		0.0		0.0		0.0		0.0		0.0
	SUB-TOTAL FEDERAL FUNDING:		415.1		0.0		0.0		0.0		0.0		0.0		0.0		0.0
	<b>STATE FUNDING:</b>																
	SUB-TOTAL STATE FUNDING:		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0
	<b>LOCAL FUNDING:</b>																
	RT ( Railroad Transportation Safety District)		105.5		0.0		0.0		0.0		0.0		0.0		0.0		0.0
	PR (Private Contributions)		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0
	OF (Other Funds: NRD funds)		145.5		0.0		0.0		0.0		0.0		0.0		0.0		0.0
	SUB-TOTAL LOCAL FUNDING:		251.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0
	TOTAL FEDERAL FUNDING		415.1		0.0		0.0		0.0		0.0		0.0		0.0		0.0
	TOTAL STATE FUNDING:		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0
	TOTAL LOCAL FUNDING:		251.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0
	FUNDING TOTALS:		666.1		0.0		0.0		0.0		0.0		0.0		0.0		0.0

(5)	(6)	(7)		(8)	(9)	(10)	(11)					(1)	
TOTAL FOR SIX YEARS (000's)	COST BEYOND 2010-11 (000's)	PRIOR APPROPRIATIONS		TOTAL PROJ COST (000's) (5)+(6)+(7)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)					PROJ NO (Map)	
		(000's)	YEAR FS				PRELIM PLANS	FINAL PLANS	LAND ACQUISITION	CONST	EQUIPMENT/FURNISHING		OTHER (Explain)
200.0				200.0									13
211.0				211.0									14
0.0													
160.0													
160.0													
0.0													
105.5													
0.0													
145.5													
251.0													
0.0													
160.0													
0.0													
251.0													
411.0													

## **h** Other Transportation Projects

## ***Project Summary***

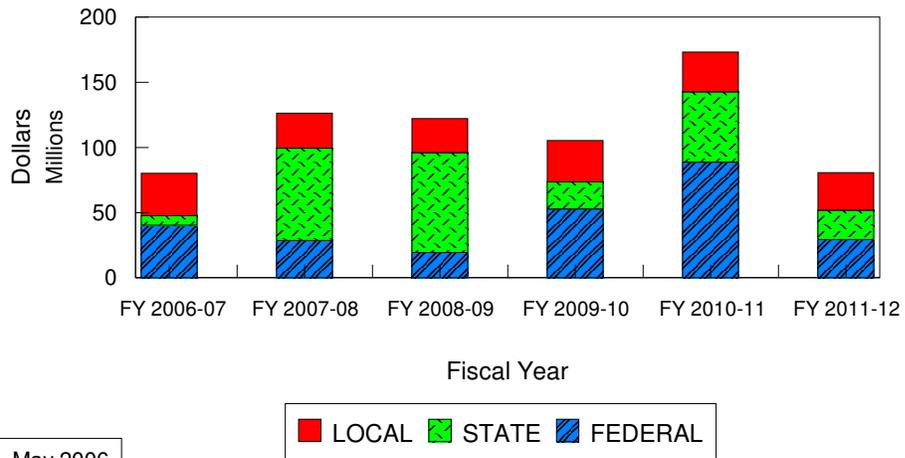
***Agency:*** Railroad Transportation Safety District

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Note: Railroad Transportation Safety District does not identify any projects where it is the primary and therefore no project is listed under the **Railroad Transportation Safety District** section, but projects receiving partial RTSD funding are identified under **Lancaster County** or **City of Lincoln - Public Works** or **Other Transportation Projects** sections.

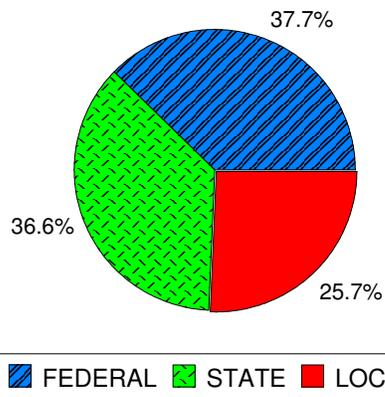


Lincoln Metropolitan Planning Organization  
**Transportation Improvement Program**  
 FY 2007-2012 Funding Summary by Fiscal Year



May 2006

Lincoln Metropolitan Planning Organization  
**Transportation Improvement Program**  
 FY 2007-2012 Total Funding Source Distribution



May 2006

TRANSPORTATION IMPROVEMENT PROGRAM

(1)	(2)	(3)	(4)					
	AGENCY  (Funding Source)		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)					
			PRIORITY PROJECTS			OUT YEAR PROJECTS		
			2006-07 FS	2007-08 FS	2008-09 FS	2009-10 FS	2010-11 FS	2011-12 FS
A.	State of Nebraska	FEDERAL:	9,107.0	9,385.0	3,530.0	42,415.0	79,004.0	21,687.0
		STATE:	7,181.0	65,222.0	76,564.0	20,544.0	53,781.0	22,306.0
		LOCAL:	1079.0	2,164.0	1513.0	1443.0	5500.0	3750.0
		<b>SUB-TOTAL:</b>	<b>17,367.0</b>	<b>76,771.0</b>	<b>81,607.0</b>	<b>64,402.0</b>	<b>138,285.0</b>	<b>47,743.0</b>
B.	Lancaster County	FEDERAL:	2,445.3	552.4	0.0	1,422.7	0.0	0.0
		STATE:	65.3	0.0	0.0	68.5	0.0	0.0
		LOCAL:	467.4	138.1	325.0	5,044.2	0.0	0.0
		<b>SUB-TOTAL:</b>	<b>2,978.0</b>	<b>690.5</b>	<b>325.0</b>	<b>6,535.4</b>	<b>0.0</b>	<b>0.0</b>
C.	Public Works	FEDERAL:	24,023.3	14,423.9	9,771.3	5,586.0	6,000.0	4,500.0
		STATE:	0.0	5,320.0	0.0	0.0	0.0	0.0
		LOCAL:	22,586.1	16,428.7	16,031.3	16,772.2	16,537.8	16,317.6
		<b>SUB-TOTAL:</b>	<b>46,609.4</b>	<b>36,172.6</b>	<b>25,802.6</b>	<b>22,358.2</b>	<b>22,537.8</b>	<b>20,817.6</b>
D.	StarTran Systems	FEDERAL:	2,867.6	3,240.6	2,815.0	2,960.8	2,892.4	2,965.0
		STATE:	133.0	133.0	133.0	133.0	133.0	133.0
		LOCAL:	7,687.1	7,975.0	8,056.9	8,290.9	8,476.3	8,678.7
		<b>SUB-TOTAL:</b>	<b>10,687.7</b>	<b>11,348.6</b>	<b>11,004.9</b>	<b>11,384.7</b>	<b>11,501.7</b>	<b>11,776.7</b>
E.	Lincoln Airport Authority	FEDERAL:	1,520.0	950.0	2,850.0	71.3	494.0	0.0
		STATE:	0.0	0.0	0.0	0.0	0.0	0.0
		LOCAL:	80.0	50.0	150.0	3.8	26.0	0.0
		<b>SUB-TOTAL:</b>	<b>1,600.0</b>	<b>1,000.0</b>	<b>3,000.0</b>	<b>75.1</b>	<b>520.0</b>	<b>0.0</b>
F.	Section 5310 Projects	FEDERAL:	105.6	0.0	0.0	0.0	0.0	0.0
		STATE:	0.0	0.0	0.0	0.0	0.0	0.0
		LOCAL:	26.4	0.0	0.0	0.0	0.0	0.0
		<b>SUB-TOTAL:</b>	<b>132.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
G.	Ped, Bikes & Trails	FEDERAL:	400.0	240.0	360.0	360.0	360.0	360.0
		STATE:	0.0	0.0	0.0	0.0	0.0	0.0
		LOCAL:	451.0	190.0	140.0	140.0	98.0	90.0
		<b>SUB-TOTAL:</b>	<b>851.0</b>	<b>430.0</b>	<b>500.0</b>	<b>500.0</b>	<b>458.0</b>	<b>450.0</b>
H.	Other Projects	FEDERAL:	0.0	0.0	0.0	0.0	0.0	0.0
		STATE:	0.0	0.0	0.0	0.0	0.0	0.0
		LOCAL:	0.0	0.0	0.0	0.0	0.0	0.0
		<b>SUB-TOTAL:</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
PROGRAM TOTALS								
		FEDERAL TOTAL:	40,468.8	28,791.9	19,326.3	52,815.8	88,750.4	29,512.0
		STATE TOTAL:	7,379.3	70,675.0	76,697.0	20,745.5	53,914.0	22,439.0
		LOCAL TOTAL:	32,377.0	26,945.8	26,216.2	31,694.1	30,638.1	28,836.3
		<b>PROGRAM TOTAL:</b>	<b>80,225.1</b>	<b>126,412.7</b>	<b>122,239.5</b>	<b>105,255.4</b>	<b>173,302.5</b>	<b>80,787.3</b>
			11.7%	18.4%	17.8%	15.3%	25.2%	11.7%

(5)	(6)	(7)	(8)	(9)	(10)	(11)						(1)
TOTAL FOR SIX YEARS (000's)	COST BEYOND 2010-11 (000's)	PRIOR APPROPRIATIONS (000's) YEAR FS	TOTAL PROJ COST (000's) (5)+(6)+(7)	COMP PLAN CONFORM	STATUS OF PLANS	COST BREAKDOWNS FOR SIX-YEAR EXPENDITURES (000's)						PROJ NO (Map)
						PRELIM PLANS	FINAL PLANS	LAND ACQUISITION	CONST	EQUIPMENT/FURNISHING	OTHER (Explain)	
165,128.0 245,598.0 15,449.0 <b>426,175.0</b>			<b>426,175.0</b>									
4,420.4 133.8 5,974.7 <b>10,528.9</b>			<b>10,528.9</b>									
64,304.5 5,320.0 104,673.7 <b>174,298.2</b>			<b>174,298.2</b>									
17,741.4 798.0 49,164.9 <b>67,704.3</b>			<b>67,704.3</b>									
5,885.3 0.0 309.8 <b>6,195.1</b>			<b>6,195.1</b>									
106 0.0 26.4 <b>132.0</b>			<b>132.0</b>									
2,080 0.0 1,109 <b>3,189.0</b>			<b>3,189.0</b>									
0 0.0 0 <b>0.0</b>			<b>0.0</b>									
259,665.2 251,849.8 176,707.5 <b>688,222.5</b>	37.7% 36.6% 25.7%		<b>688,222.5</b>									



**FY2007-09 AND 2010-12 TRANSPORTATION IMPROVEMENT PROGRAM:**

Karl Fredrickson, Director of Public Works and Utilities, presented the proposed TIP. He explained that it essentially mirrors at least the City's CIP and is done as a federal requirement through the Department of Transportation regulations to inform the public where their federal dollars go. It includes the Airport Authority, County, State and every other governmental agency which uses Federal transportation funds.

(Commissioner Larson left at this point in the meeting.)

Mike Brienzo of Public Works & Utilities also explained that this public hearing is the element of public participation for the TIP. From this point, the TIP will separate off from the City CIP and go to the MPO policy board. It will be attached to the state TIP for state review and go on to the FHA. This is part of the overall process and comments received here will be attached to the document.

There was no other public testimony.

**COMPREHENSIVE PLAN AMENDMENT NO. 06003**

**ACTION BY PLANNING COMMISSION:**

May 24, 2006

Carroll moved approval, seconded by Cornelius and carried 5-0: Esseks, Cornelius, Carroll, Sunderman and Carlson voting 'yes'; Taylor, Strand, Larson and Krieser absent at time of vote. This is a recommendation to the City Council.

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**PLANNING COMMISSION REVIEW EDITION  
OF THE DRAFT SIX-YEAR CAPITAL IMPROVEMENTS PROGRAM.**

**ACTION BY PLANNING COMMISSION:**

May 24, 2006

Carroll moved to close public hearing and delay vote for two weeks, seconded by Cornelius and carried to 5-0: Esseks, Cornelius, Carroll, Sunderman and Carlson voting 'yes'; Taylor, Strand, Larson and Krieser absent.

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**DRAFT FY2007-09 AND 2010-12  
TRANSPORTATION IMPROVEMENT PLAN.**

**ACTION BY PLANNING COMMISSION:**

May 24, 2006

Carroll moved to close public hearing and delay vote for two weeks, seconded by Cornelius and carried to 5-0: Esseks, Cornelius, Carroll, Sunderman and Carlson voting 'yes'; Taylor, Strand, Larson and Krieser absent.

The Commission directed that these two items appear immediately following the Consent Agenda and Requests for Deferral on the Planning Commission agenda of June 7, 2006.

**COMPREHENSIVE PLAN AMENDMENT NO. 06003**  
**TO CHANGE THE ROADWAY DESIGNATION**  
**OF THE EAST/WEST PORTION OF THE PHASE I**  
**ANTELOPE VALLEY ROADWAY PROJECT FROM FOUR LANES TO 6 LANES**  
**FROM THE 9TH/10TH STREET CONNECTION EAST TO**  
**CORNHUSKER HIGHWAY.**

**PUBLIC HEARING BEFORE PLANNING COMMISSION:**

May 24, 2006

Members present: Esseks, Cornelius, Carroll, Taylor, Sunderman, Strand, Larson, Krieser and Carlson.

Staff recommendation: Approval.

Ex Parte Communications: None.

Staff presentation: **Sara Hartzell of Planning staff** explained that this proposed amendment to the map in the Comprehensive Plan is part of the Antelope Valley Roadway system, known as the east/west leg of the Big X. The current Comprehensive Plan shows this as a four-lane roadway on the map, but in the text of the plan it is referred to as "four to six lane" roadway. During the environmental impact statement, this east/west leg was looked at as a six lane roadway and has been approved as such. Comprehensive Plan Amendment No. 94-60, approved in 2000, brought Antelope Valley into the Comprehensive Plan and also identified this as a six-lane roadway. It was kept as a four-lane in the Comprehensive Plan as we moved through the design process. But, in the final design, it is a six-lane and Public Works would like to proceed with it as a six-lane roadway. This change does not conflict with the text; however, the map shows it as four lanes and Public Works would like to amend the map in the Comprehensive Plan to show it as six lanes.

There was no testimony in support nor in opposition.

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**PUBLIC WORKS: Streets and Highway:** **Karl Fredrickson, Director of Public Works & Utilities**, stated that through the work of different committees, we are continuing to say that we are short of money. Fredrickson then reviewed the proposed projects. Projects 1 through 11 represent repairs to the existing system, operational improvements and safety projects. The series of projects for Antelope Valley are a priority, and Public Works continues to construct those projects. They should be pouring the bridge deck on the Big T next week, and there are tours coming up on that. The city continues to lobby our Congressional delegation to receive more funds through the Federal Highway Trust, and there has been success in doing so. Fredrickson highlighted the following projects: East O Street; 48<sup>th</sup> & O; Harris Overpass replacement, which is scheduled for next year; South Beltway – there may be a small change in the dollar amounts as the state provides the schedule; East Beltway - intend

to start corridor preliminary design and start protecting the corridor, and continue to ask for federal demonstration funds; SW 40<sup>th</sup> Street railroad viaduct; bridge repair at Adams and N.W. 12<sup>th</sup>; and Project 34 identifies impact fee type projects. There have been a couple of annexations recently where impact fees have been directed back to the construction. Developers are fronting the money to build the roadways and as they draw their building permits, they will be reimbursed. New roads in new development areas are "kind of hobbling along". Public Works is looking for additional funds to finish those.

Fredrickson advised that the comment for Project 16 on page 85 will be revised to state, "The Antelope Valley Urban Development project....". (Instead of Parks Department).

Strand referred to the letter from DaNay Kalkowski regarding S. 84<sup>th</sup> and Hwy 2, and inquired when the road work would be done on Pine Lake Road between S. 84<sup>th</sup> and 98<sup>th</sup> Street, and 98<sup>th</sup> Street between Pine Lake Road and Hwy 2. Fredrickson noted that to be a development prior to the impact fee ordinance. In the agreement, the developer had a cost share where he contributed toward that road and several others. Based on priorities, the dollars have not gone to the project to build it; however, the design work is completed. It would have been done if the bond had passed two years ago. We do not have the dollars to build it. Fredrickson has talked with the developer about contributing from other projects. There is also right-of-way which the developer does not own that would need to be acquired.

Strand noted that 27th Street from Pine Lake Road to Yankee Hill Road is not four-lane. She thinks that will need to be done in light of the Target at 40<sup>th</sup> and Yankee Hill Road. Fredrickson stated that the plan is to attempt to do that next year.

Strand inquired what an additional 2.5 million would do. Fredrickson suggested that would build South Street from 8<sup>th</sup> to 18<sup>th</sup> or 20 blocks of residential resurfacing or approximately one mile of two-lane arterial.

Carlson referred to Project 10 on page 94, sidewalk maintenance and repair. He recalled that about four years ago the City did some work to figure out where we were on repair of sidewalks. At that time we had about a 40-year list of projects. We had been accelerating that to get up to a 10-year wait list. Now it appears that we are back down to the 40-year amount. Based on the amount budgeted in the CIP, how are we going to accomplish the Comprehensive Plan goal to have a safe, extensive and thorough sidewalk system, particularly in older neighborhoods? Fredrickson's response was that "there is not enough money to do it." Carlson inquired whether there are any other resources. Fredrickson suggested that one way or the other, the dollars come from the residents. He would like to see the sidewalks fixed but it is a balancing act. If there were additional dollars, this would definitely be accomplished. However, he would rather not see street construction funds used for those sidewalk repairs. He believes that general funds are fair, but general funds are tight. Carlson wants this to be made a priority.

## Public Comments:

1. **Rick Krueger** pointed out that years ago, the WC wheel tax was raised for new construction, amounting to four million dollars, which is not 1/10th of the street funds being used this year. They are being used in this CIP for the bridge in Antelope Valley and at 48<sup>th</sup> and "O" Streets. When the WC wheel tax was raised in 1996, that money was to be used for new construction in new areas. That four million needs to be used in new areas. We need some funds put somewhere in a growth area. He does not see them allocated to any particular location on the fringe.

2. **Peter Katt** expressed concern about allocations in the CIP. The Comprehensive Plan conformance findings do not envision a town that goes from 48<sup>th</sup> and "O" to Downtown and the Antelope Valley. It's an entire community. We need to plan for the entire community. The staff report indicates that this is a decision as to conformance with the Comprehensive Plan so the focus is very limited. One of the components that should help guide the decision is the reality that our dreams, our wishes, our wants for capital improvements and what we want government to do are well beyond the means of what the citizens are willing to pay. What we want costs more than we can afford. There is no strategy or policy for making those really hard choices if we don't have enough money. We don't have enough money to do it all, so how are we going to decide what gets done? In his view, one of the things the Planning Commission should not do is simply allow all of the city's "pet projects", i.e. Antelope Valley, 48<sup>th</sup> & "O" Streets, Harris Overpass, SW 40<sup>th</sup> bridge replacement, Downtown. We need roads built in other parts of the town. He has a client who has had a project on N.W. 56<sup>th</sup> and Adams for over 8 years. He has built hundreds of homes. Those people still need to drive on gravel roads. The city agreed in 1999 to pave these roads. Not done. That's wrong. Nothing in the CIP says it will be done this year or in the next six years. As a part of the deliberations, the Planning Commission needs to discuss the policy choices and how we treat all of the community fairly – not simply city pet projects in the existing community, but the entire community.

3. **Bruce Bohrer, Chamber of Commerce**, suggested that it really is a matter of balance. A lot of the studies point to the fact that we know what we need but we don't have the funding. We need to find some mechanism to find a way to balance our priorities. The Chamber of Commerce Board of Directors passed a resolution last Thursday to direct the wheel tax dollars to new growth areas. They also suggested the formation of an Advisory Council for Public Works. Our gap for Streets and Highways is about 180 million over the next six years. The Comprehensive Plan talks about the efforts in economic development to keep jobs here and to have infrastructure so that we have facilities and parcels ready for new growth. If that's the standard for conformance, this is certainly not adequate on streets and highways. It is out of balance.

Bohrer also advised that he just returned from Washington, DC, and believes that Lincoln does get very favorable response from our Congressmen and Senators who worked very hard to get the South Beltway into the Highway Bill as well as Antelope Valley. A bill has been passed for the channel work of Antelope Valley. LB904 gives

us about 1.3 million dollars more annually in Lincoln and Lancaster County. But, we need to find resources locally as well.

***(Editorial Note: The resolution adopted by the Board of Directors of the Chamber of Commerce was submitted by Mr. Bohrer on May 25, 2006, and is attached hereto as Exhibit C, and made a part hereof by this reference.)***

Staff response:

Fredrickson stated that he does not disagree with the comments. Many of the roads discussed were on the bond issue that would have been paved by the end of 2007 if the bond issue had passed. Thus, the community chose otherwise. It now comes to different and harder choices to make.

Esseks inquired whether there is any budgetary flexibility. Let's say the opportunity for a really good development that would either attract new jobs or retain existing jobs comes along. Is there any flexibility to tap the impact fee budget, or how constrained are we in helping the city be an entrepreneur? Fredrickson commented that many of the departments work with Darl Naumann, Economic Development Coordinator in the Mayor's office, to come up with different ways of doing just that. Water and street impact fees have seven different benefit districts and the dollars collected have to be spent in those districts. We do have the discretion as outlined in the CIP. The downside is that sometimes Public Works is ready to go and sometimes the developer is not ready to go when the dollars are there.

With regard to the WC wheel tax, Fredrickson agreed that it was raised in 1998 for new construction. At the time, it was when the south and south fringes came about and they identified streets in those studies such as Old Cheney Road, S. 14<sup>th</sup> Street, Pine Lake Road, 84<sup>th</sup> Street, 70<sup>th</sup> Street, etc., and a schedule was lined up. For the most part, we are pretty close. The actual ordinance that created the WC wheel tax was for new construction and it could be used anywhere, thus Antelope Valley was perfectly eligible. Antelope Valley is a city priority, and that is where the WC wheel tax has been used.

Larson observed that Antelope Valley, the South Beltway and Harris overpass all have large elements of federal funding, and commented that we don't have a choice if we want to take advantage of those federal funds. Fredrickson stated that federal funds all require a local match. We have asked to be able to spend federal highway dollars to match the Corps of Engineers dollars. Federal demonstration funds cannot be used anywhere else. Railroad Transportation Safety District funds have to be used on railroad crossings. Bridge replacement funds have to be used on bridge replacement.

There was no other public testimony.

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