

Advisory Committee on Transportation (ACT)

April Meeting
April 27, 2023



Welcome and Introductions

Advisory Committee on Transportation

Charge Statement

- *Provide an additional level of oversight, collaboration and advocacy regarding transportation infrastructure investments that are funded by the additional quarter of one percent sales tax.*

From the voter-approved ballot language:

- *The street projects funded by the additional quarter of one percent sales tax shall be determined by the City's Capital Improvement Program with the guidance of a citizen oversight committee appointed by the Mayor to ensure that these tax revenues are spent fairly, efficiently, effectively, and in all quadrants of the City.*

Around the Community

► Work Zone Awareness Week April 17 - 21

Safety tips for driving in work zones include:

- **Plan ahead** – Expect delays, plan for them, leave early and when you can, avoid work zones altogether by using alternate routes.
- **Obey street crews and signs** – When approaching a work zone, watch for cones, barrels, signs, large vehicles, or workers in bright-colored vests to warn you and direct you where to go.
- **Slow down** – Watch for and obey speed limit signs through work zones. Keep a safe distance from the vehicle in front of you.
- **Move over** – Most state move-over laws apply when passing work crews and official vehicles are parked on the shoulder with flashing warning lights.
- **Avoid distractions** – Keep your eyes on the street and off your phone.
- **Watch for sudden stoppages** – In 2017, 25% of fatal work zone crashes involved rear-end collisions.
- **Watch for large vehicles** – Do not make sudden lane changes in front of trucks that are trying to slow down. Fifty percent of fatal work zone crashes involve large trucks or buses.



Around the Community

► Recent Open Houses

- March 1: So. 56th Street, Spruce to Van Dorn
- March 2: 84th Street, Sandalwood to Elizabeth Drive
- April 6: N. 48th Street, Leighton to Superior; N 48th Street Watermain Lining; University Place Residential Street Improvements
- April 13: So. 40th, Rokeby to Yankee Hill Road
- May 23 (tentative): West A, West City limits to SW 24th



Thank you to
those who
attended!

Program Information for Public Meetings

- ▶ Utilizing much of the same information from the annual reports
- ▶ 5 Boards
- ▶ Two-page flyer



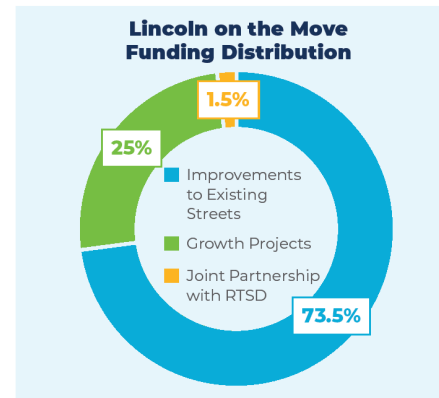
lincoln.ne.gov/streets

WHAT IS LINCOLN ON THE MOVE?

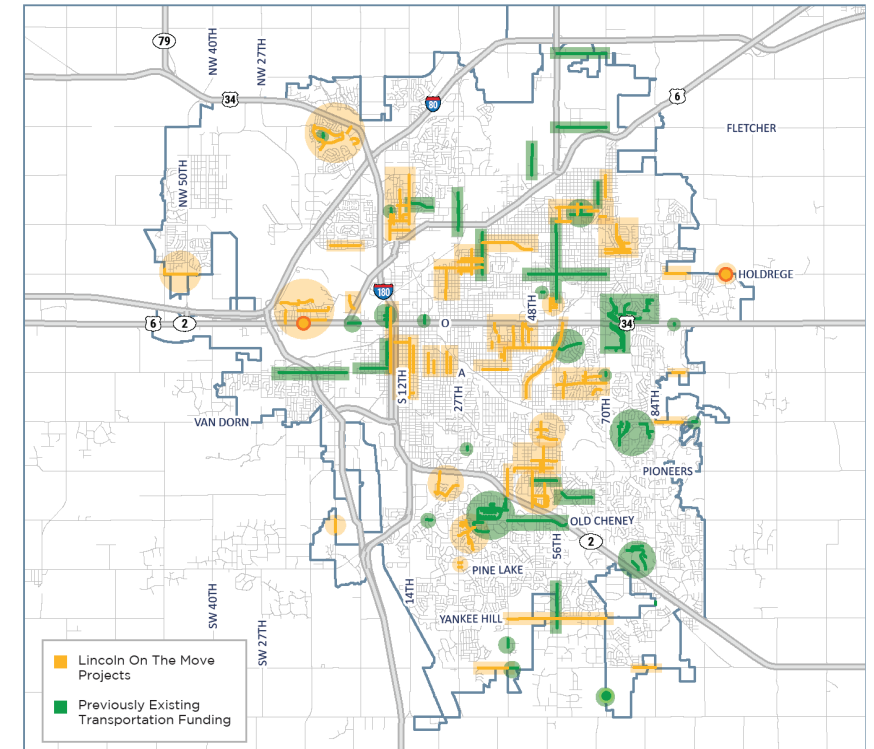
Lincoln on the Move is a **voter-approved street improvement program** that operates in addition to the City of Lincoln's existing transportation budget—the Capital Improvement Program (CIP).

CIP invested \$167 million into Lincoln's street infrastructure from 2019-2022. In that time, Lincoln on the Move funds added over **20%** annually and touched nearly **114 lane miles** of streets.

The City collects and distributes funding for improvements to existing streets (**73.5%**), growth projects (**25%**) and a partnership with the Railroad Transportation Safety District (RTSD) (**1.5%**) through a quarter-cent street investment.



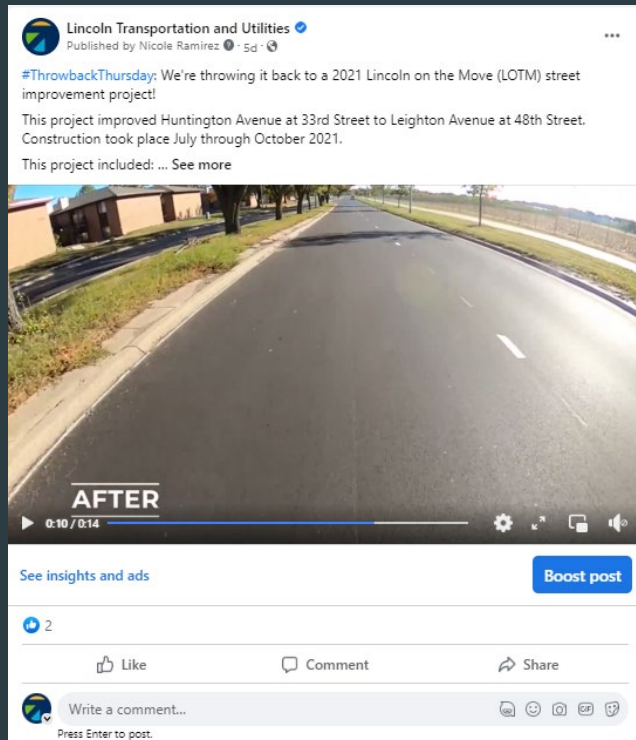
2019-2022 Capital Improvement Projects



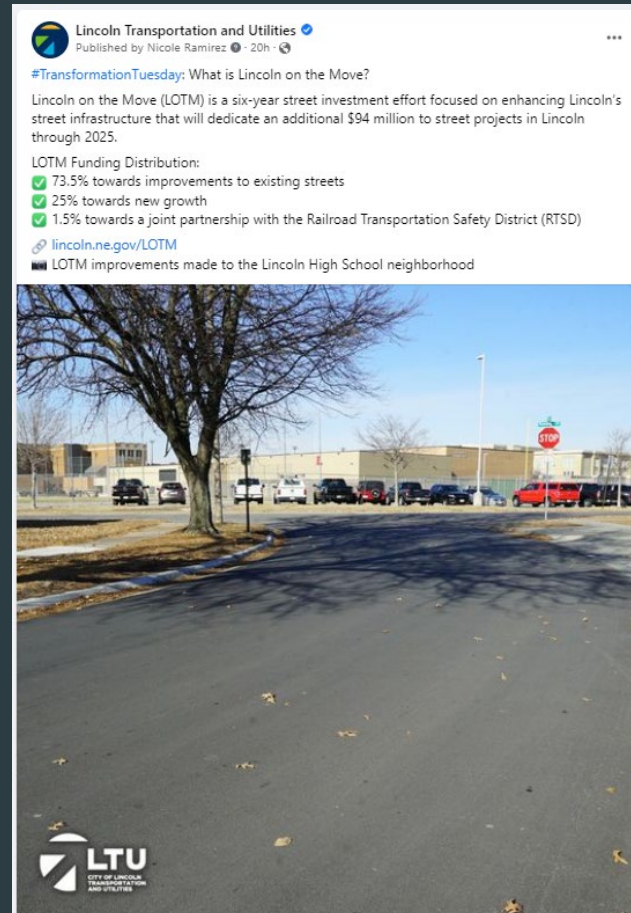
Every dollar collected as part of Lincoln on the Move goes directly into Lincoln on the Move projects.

Around the Community

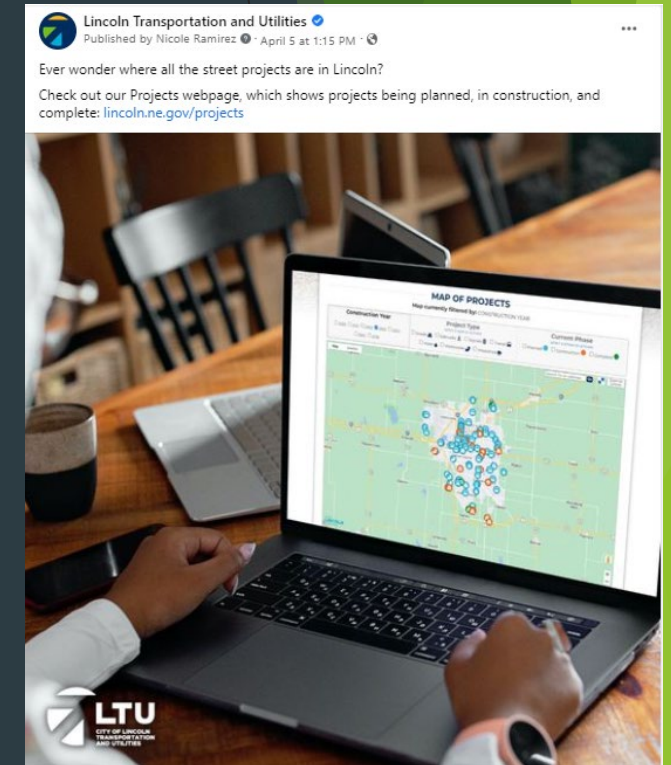
► Social Media Posts



LOTM Past Project Highlight



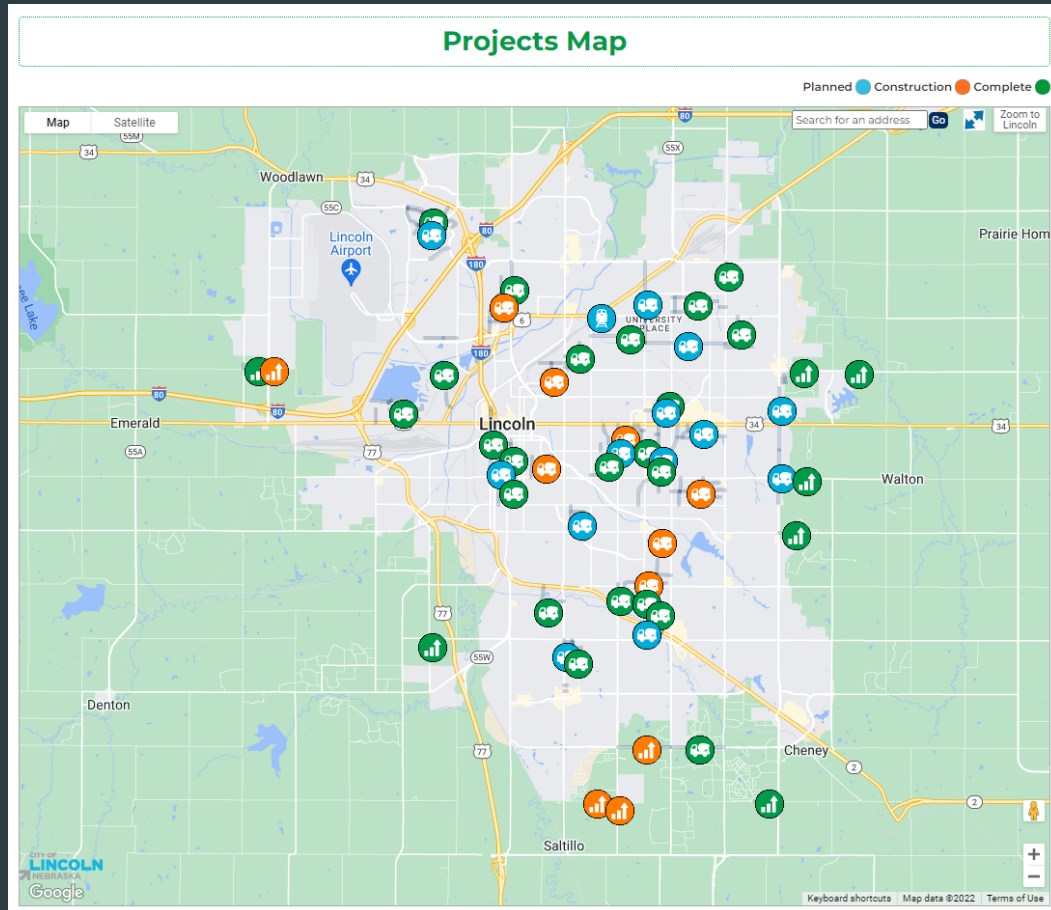
LOTM Program Information



Projects Webpage Highlight

Projects Webpage

- ▶ Lincoln.ne.gov/projects or Lincoln.ne.gov [keyword:LOTM]



Construction **Planned** **Complete**

[Learn More About Street Improvements](#)

UNDER CONSTRUCTION

23rd and Potter Neighborhood

This project will improve several streets in the 23rd and Potter Neighborhood: 23rd from Vine to Potter · Potter from 21st to 26th.

Project Timeline

Phase: [Timeline bar from Oct 2022 to Jul 2023]

Total Project Estimate
\$860,000

Funding Sources: Lincoln on the Move • Street Improvement Vehicle Tax – Residential

84th from Sandalwood to Elizabeth

This project will improve 84th Street from Sandalwood Drive to Elizabeth Drive through a mill and overlay of the existing surface and concrete repairs.

Project Timeline

Phase: [Timeline bar from Apr 2023 to Jul 2023]

Total Project Estimate
\$4,120,000

Funding Sources: Lincoln on the Move • Highway Allocation Funds

College View Neighborhood

This project will improve residential streets in the College View Neighborhood: Sherman from 52nd to 56th · 52nd from Sherman to Van Dorn · Pawnee from west of 52nd to 53rd.

Project Timeline

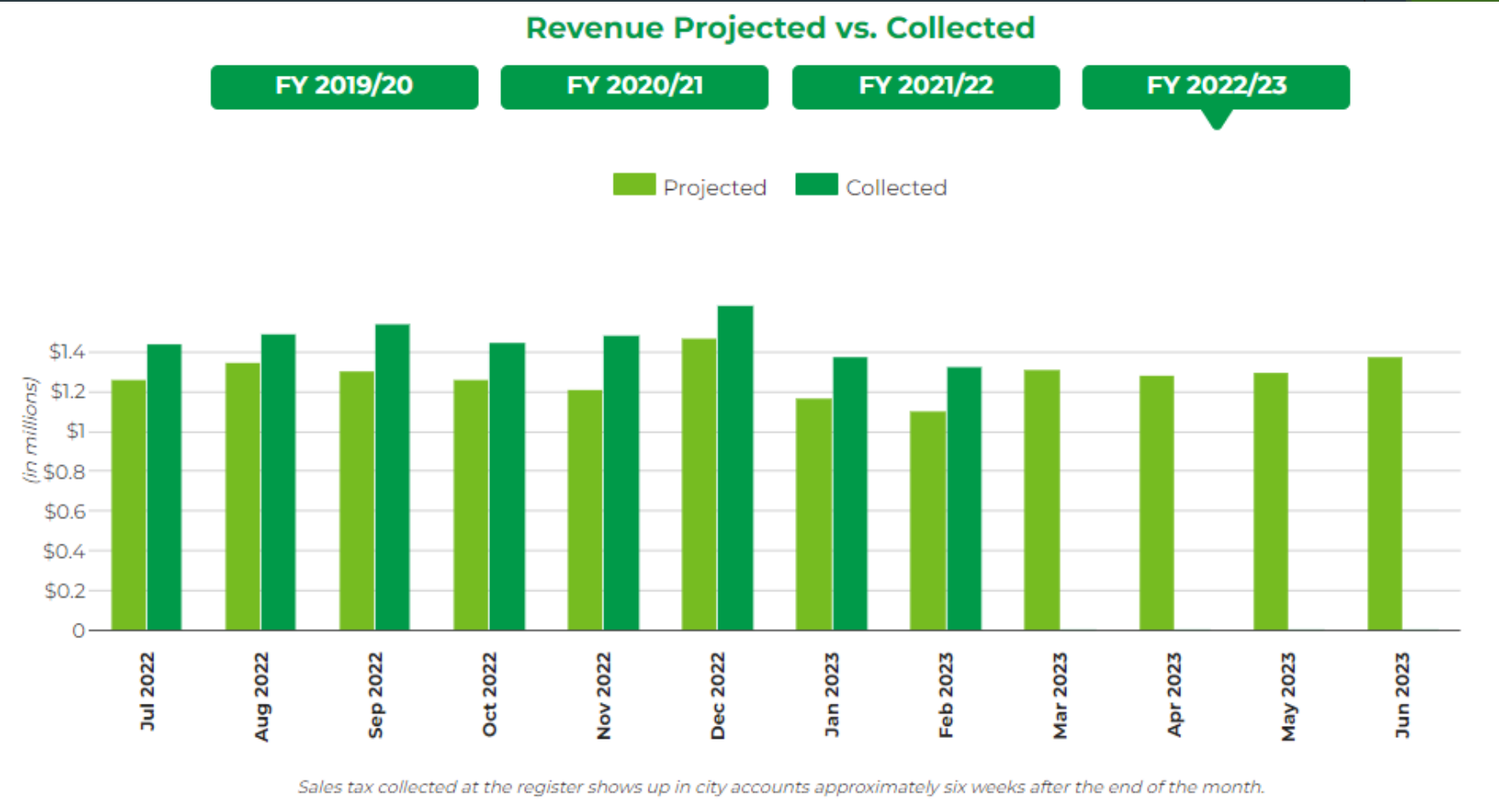
Phase: [Timeline bar from Oct 2022 to Jul 2023]

Total Project Estimate
\$525,000

Funding Sources: Lincoln on the Move • Street Improvement Vehicle Tax – Residential

Revenues

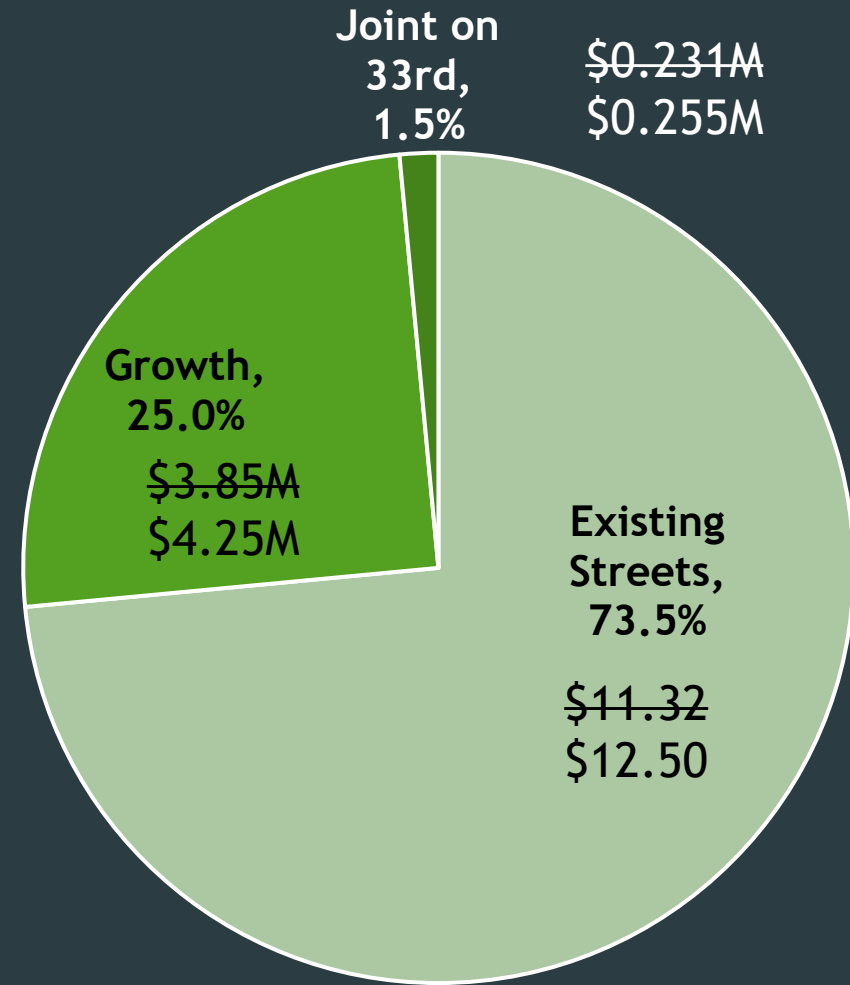
Revenues



FY 22/23 LOTM Funds

(September 1 - August 31)

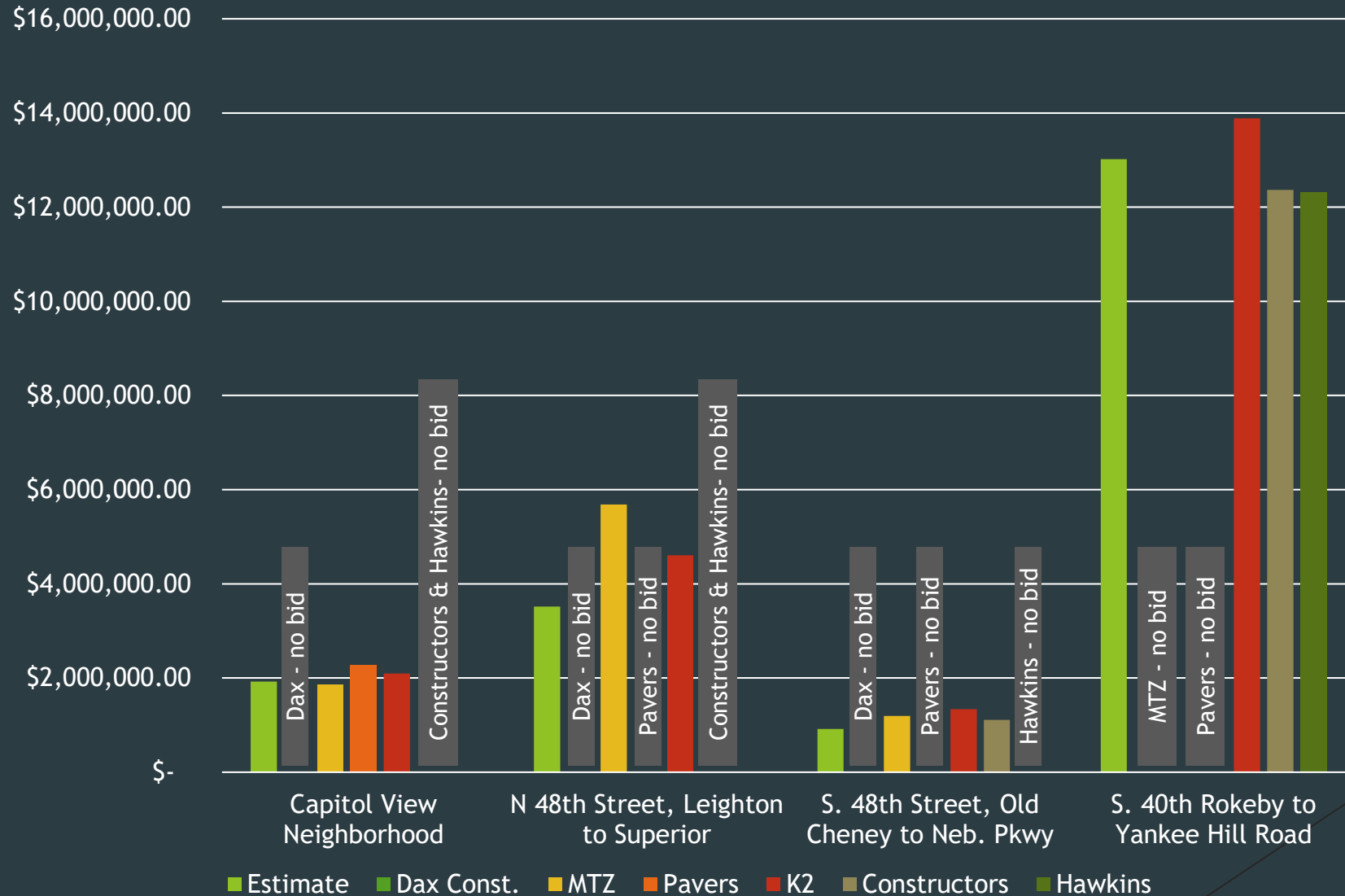
- ▶ FY 22/23 LOTM projection is \$15.4M
- ▶ Through January 2022, collections exceed projections by about \$1.6M
- ▶ Distributed to the various programs as per the percentages laid out in the Capital Improvement Program



Existing Streets Growth Joint on 33rd

Program Updates

Recent Bids



Capitol View (02/22 Bid)
\$61K under estimate

N 48th (02/24 Bid)
\$1.1M over estimate

S. 48th (03/06 Bid)
\$200K over estimate

S. 40th (03/08 Bid)
\$700K under estimate

2023 Street Construction (Estimated \$50.4M; \$42.3M awarded to date)

LOTM Arterials (\$10.4M Awarded)

- *S 27th, Coronado to Old Cheney (10/26 Bid)*
- *84th, Sandalwood to Elizabeth Drive (01/24 Bid)*
- *48th, Leighton to Superior (02/24 Bid)*
- *S 48th, Old Cheney to Neb. Pkwy. (03/06 Bid)*

LOTM Residential (\$1.3M Awarded)

- *Piedmont Neighborhood (01/11 Bid)*
- Country Club Neighborhood (2024 Bid - Delayed due to watermain)

Arterials (\$24.9M Awarded; Estimated \$33.0M)

- *Saltillo, 70th to 77th (LPS Bid) (12/01 Bid)*
- *West "A", Coddington to West City Limits (12/14 Bid)*
- *So. 40th, Rokeby to Yankee Hill (03/01 Bid)*
- 1st Street south of Denton (Developer Bid TBD)
- 14th & Old Cheney - Connector Road (Bid Date TBD)

Residential Packages (\$5.7M Awarded)

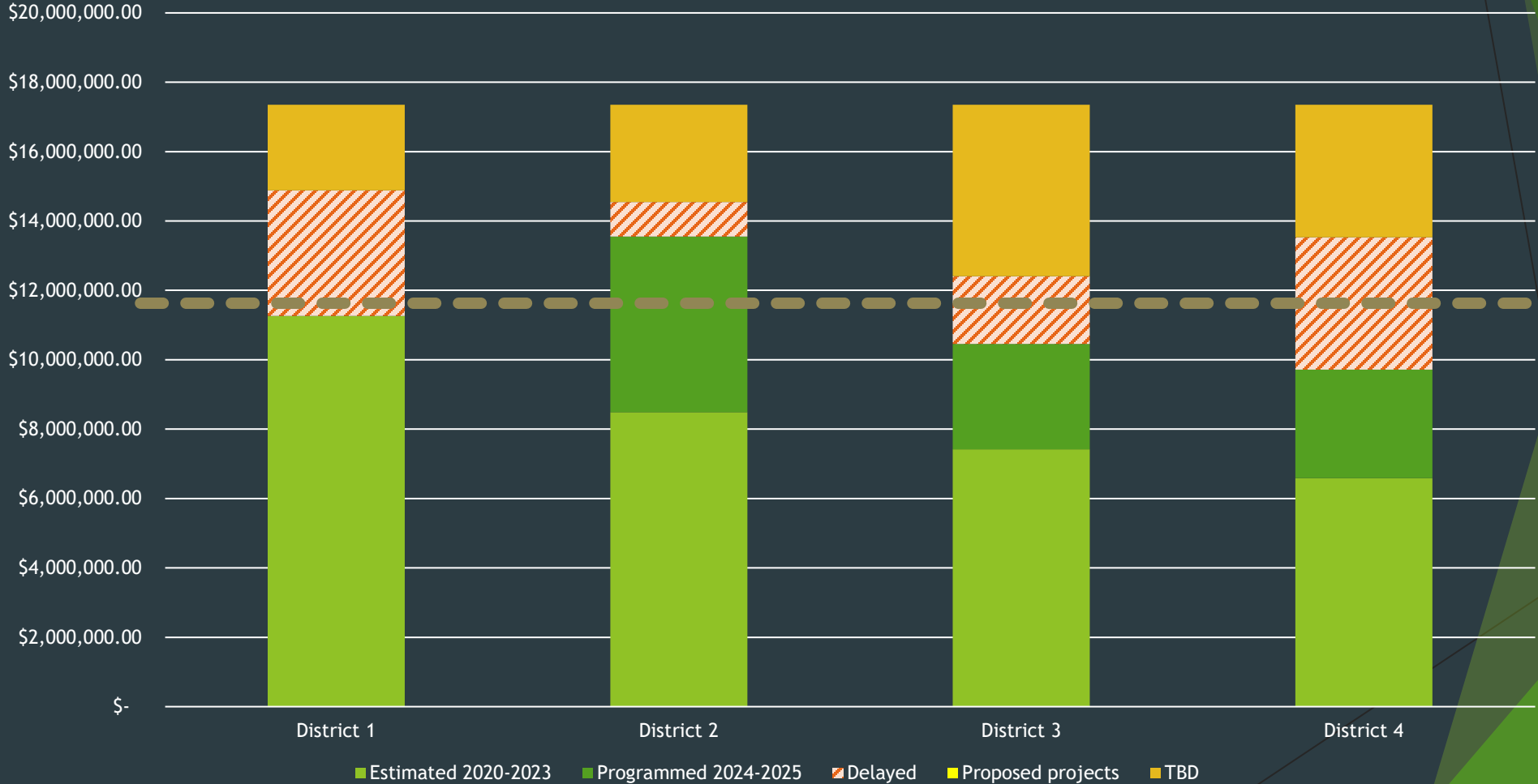
- *Trendwood Residential Neighborhood (10/26 Bid)*
- *Indian Village Neighborhood (11/09 Bid)*
- *University Place Neighborhood (12/07 Bid)*
- *Capitol View Neighborhood (02/22 Bid)*

Note: Items in italicized orange have been bid

Programming update based on current estimates

Existing Street Improvements

Estimated Collections by September 2023



CARL ESKRIDGE City Council	CYNDI LAMM City Council	MIKE HILGERS State Senator	ADAM MORFELD State Senator	JENNIFER BRINKMAN Lancaster County Commission
PAM DINGMAN Lancaster County Engineer	MIKE DeKALB StarTran Board / NRD	BRUCE BOHRER Chamber of Commerce	BOB CALDWELL Co-Chair / NEBCO	KATHY CAMPBELL Former State Senator
LARRY DIX Nebraska Association of County Officials	BRAD HULSE Lincoln First Realty	MARK HUNZEKER Baylor Evnen / LIBA	TOM HUSTON Cline Williams	JÉANNE McCLURE American Council of Engineering Companies
JORDAN MESSERER UNL Recreation	RANDY PETERS UNL Engineering	DAN PIATKOWSKI UNL Community and Regional Planning	KIM RUSSEL Bryan Health Systems	JOE SCHULZ Schulz Transportation
LEO SCHUMACHER Lincoln Federal Savings Bank	KATIE WILSON Association of General Contractors	RICK HOPPE Mayor's Office	JON CARLSON Mayor's Office	MIKI ESPOSITO Co-Chair / Public Works & Utilities
DAVID CARY Planning	LONNIE BURKLUND Public Works & Utilities			

Lincoln Citizens' Transportation Coalition Study

- ▶ Process - 27 Lincoln Leaders
- ▶ 5 months of study
 - ▶ Complete System, Policy,
 - ▶ Funding and Process Review
 - ▶ 14 Peer Communities
 - ▶ 24 COST SAVING Recommendations
 - ▶ 19 are complete or underway, including an Oversight Committee (ACT)



Recommendations

Recommendation	Status	Recommendation	Status
Conduct Periodic Reviews of Lincoln Transportation and Utilities Guidelines and Policy	Complete	Enhance Backfill Requirements	Complete
Track Snow Removal Online	Complete	Warranty Bond Inspection Program	Complete
Assure Access Management Policy Consistency	In Progress	Establish a More Robust Preventative Maintenance Program	Funding Dependent
Update Complete Streets Policy	Updated	"Keep the Good, Good" Pavement Management Approach	Lincoln on the Move helping
Continue Emergency Pavement Repair Program	Complete	Develop Performance Goals for Arterial and Residential Streets	Complete
Increase Pavement Inspection Frequency	In Progress	Develop an ASR Remediation Plan	Funding Dependent
Implement the Traffic Management Master Plan	Funding Dependent	Develop a Dowel Bar Retrofit Program	Funding Dependent
Curb Cut Flexibility	Complete	Increase Traffic Operations Center Staffing	Piloting daytime FTE
Consider Flexible Lane Widths	Complete	Establish a Single Point of Contact on Private Development	Complete
Design Standard Flexibility Construction	Complete	Increased Private Development Testing & Inspection	Complete
Require Geotechnical Investigations for Streets	Complete	Simplify Impact Fee Program	On Hold
Require Dowel Bars in Concrete Construction	Complete	Establish a Transportation Advisory Committee	ACT

Findings

► Street Preservation

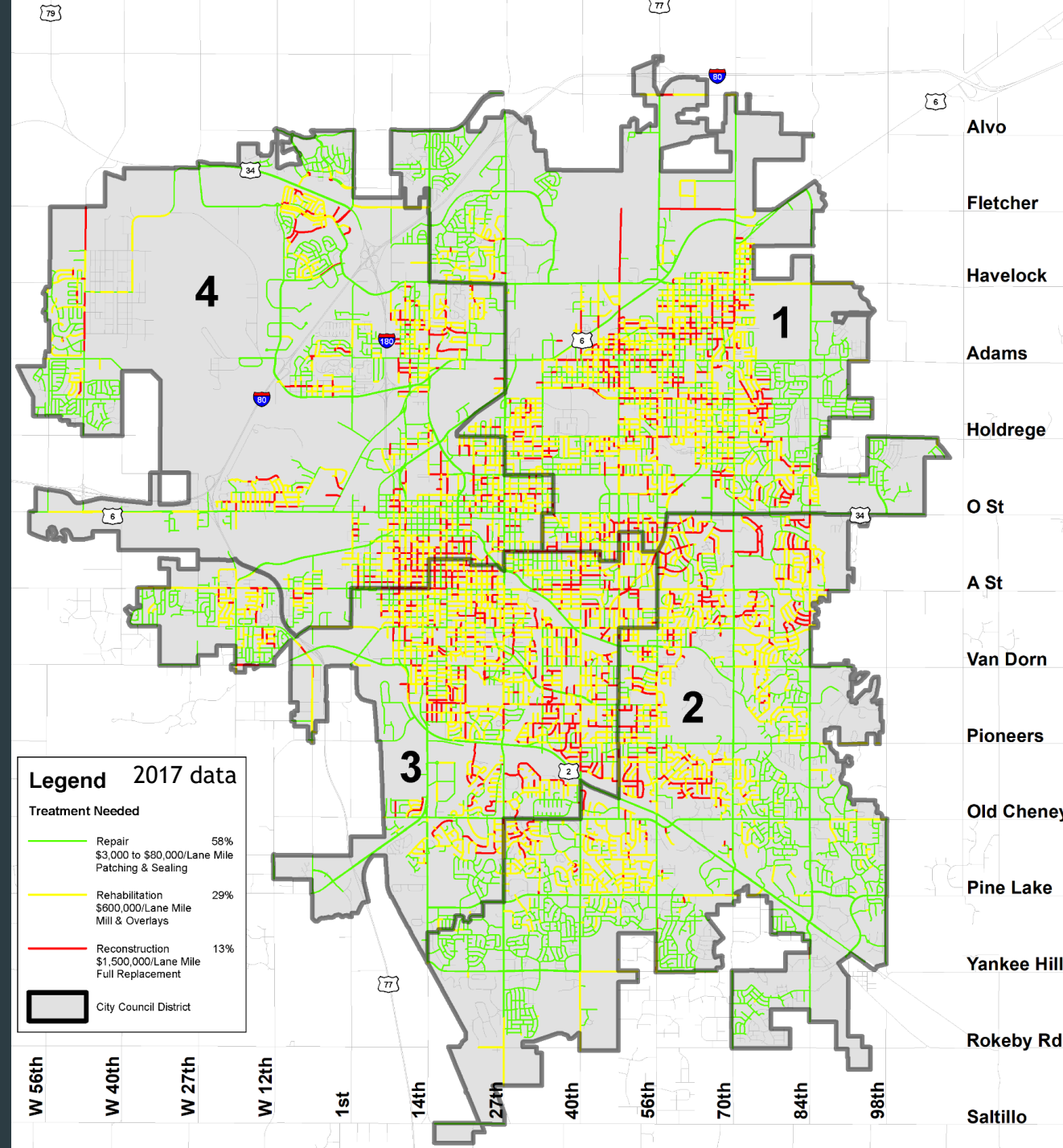
- ❖ 58% Need Repair
- ❖ 29% Need Rehabilitation
- ❖ 13% Need Reconstruction

► Optimization

- ❖ 430 Traffic Signals to Maintain

► Growth

- ❖ Backlog in New Streets



Findings

The Funding Gap = \$33M per year



100s

More miles of safer, smoother streets

\$21 million per year

for system preservation and maintenance



4X

Intersection upgrades

\$7 million per year

for system optimization, like signal upgrades and maximizing traffic flow



+25%

Ability to build streets in growth areas

\$5 million per year

for system growth and new streets

LTRP language emphasizing maintenance

- ▶ Chapter 7 (page 11 on PDF)

Without additional revenue sources, several important transportation urban area project and program categories will not have adequate funding. Additional revenue sources, such as continuation of the Lincoln on the Move sales tax, would significantly help to meet the community's transportation needs.

City of Lincoln Urban Roads Program

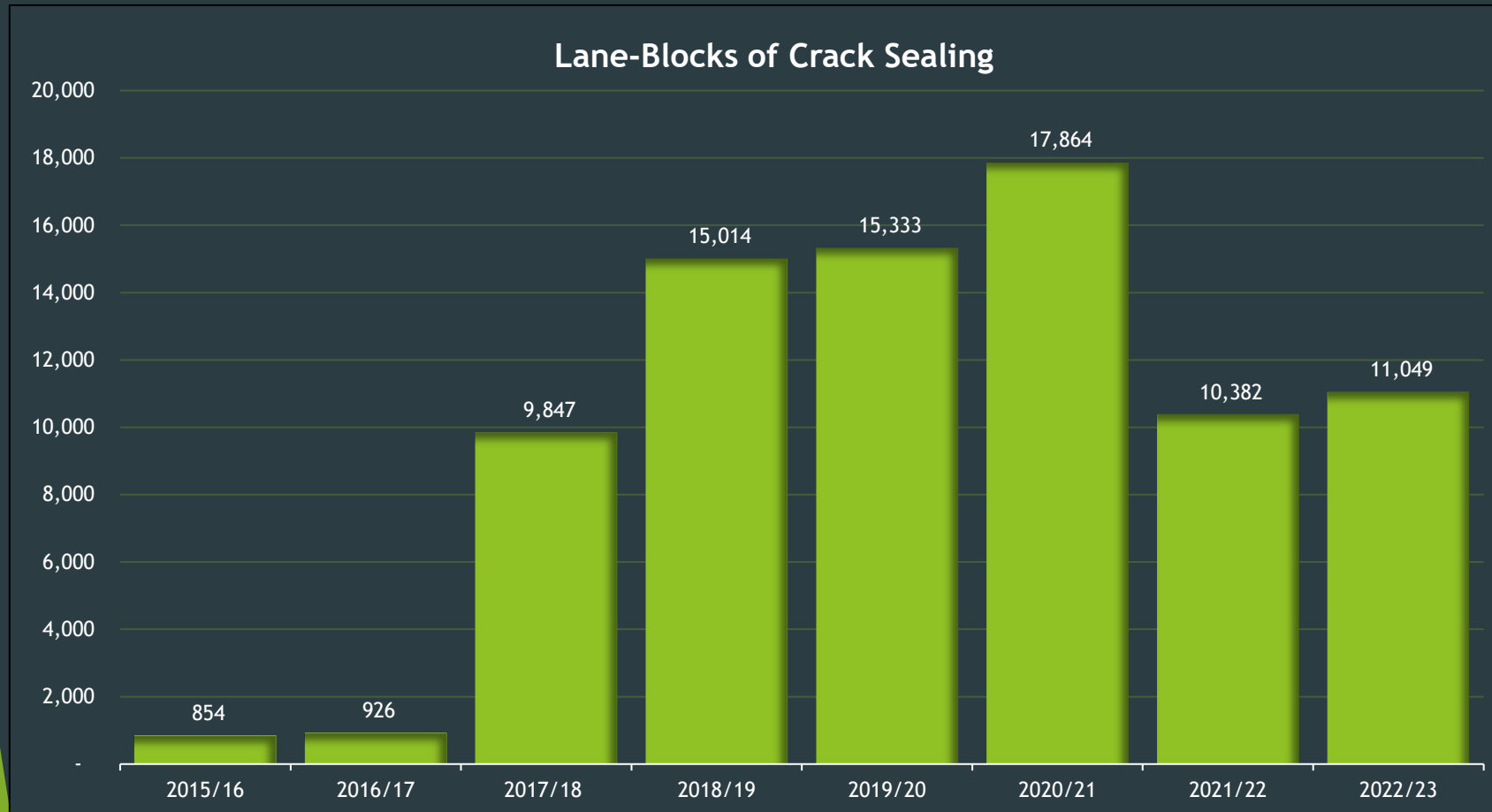
System Operations & Maintenance, Minor Intersections

The cost to maintain and operate the transportation system is increasing. LTU employs 125 people to maintain and operate the transportation system, which includes street sweeping, snow removal, stormwater, ditch and drainage maintenance, culvert maintenance, minor intersection improvements, mowing, crack sealing, pothole repair, signing, and pavement markings, among other tasks. As the cost of materials, wages and healthcare for employees increases, the cost to complete the essential functions of O&M increases. The City of Lincoln has pursued innovation and the use of technology advances to make efficient use of available resources. An estimated \$1.08 billion is needed for Lincoln's O&M program through 2050. The LRTP recommends fully funding Lincoln's O&M program.

Preventative Maintenance by Street Maintenance Crack Sealing



Preventative Maintenance by Street Maintenance Crack Sealing



- 2017/18 was first year of creation of two dedicated crack sealing crews
- 2022/23 still has four months to continue operations this fiscal year

Preventative Maintenance

Asphalt Rejuvenation Projects

- Typically placed on streets 2-3 years after resurfacing to keep good streets good
- Extends pavement life at top of curve before more expensive treatments are needed
- Product helps prevent the asphalt from becoming dry and brittle, which reduces cracking and the formation of potholes
- Typically applied every 5 years
- 2019 project sealed 1.7 miles residential streets and 2.9 miles arterial streets. Project was completed in 7 days for \$128,000.
- Intend to do a 2024 project with a combination of residential and arterial streets

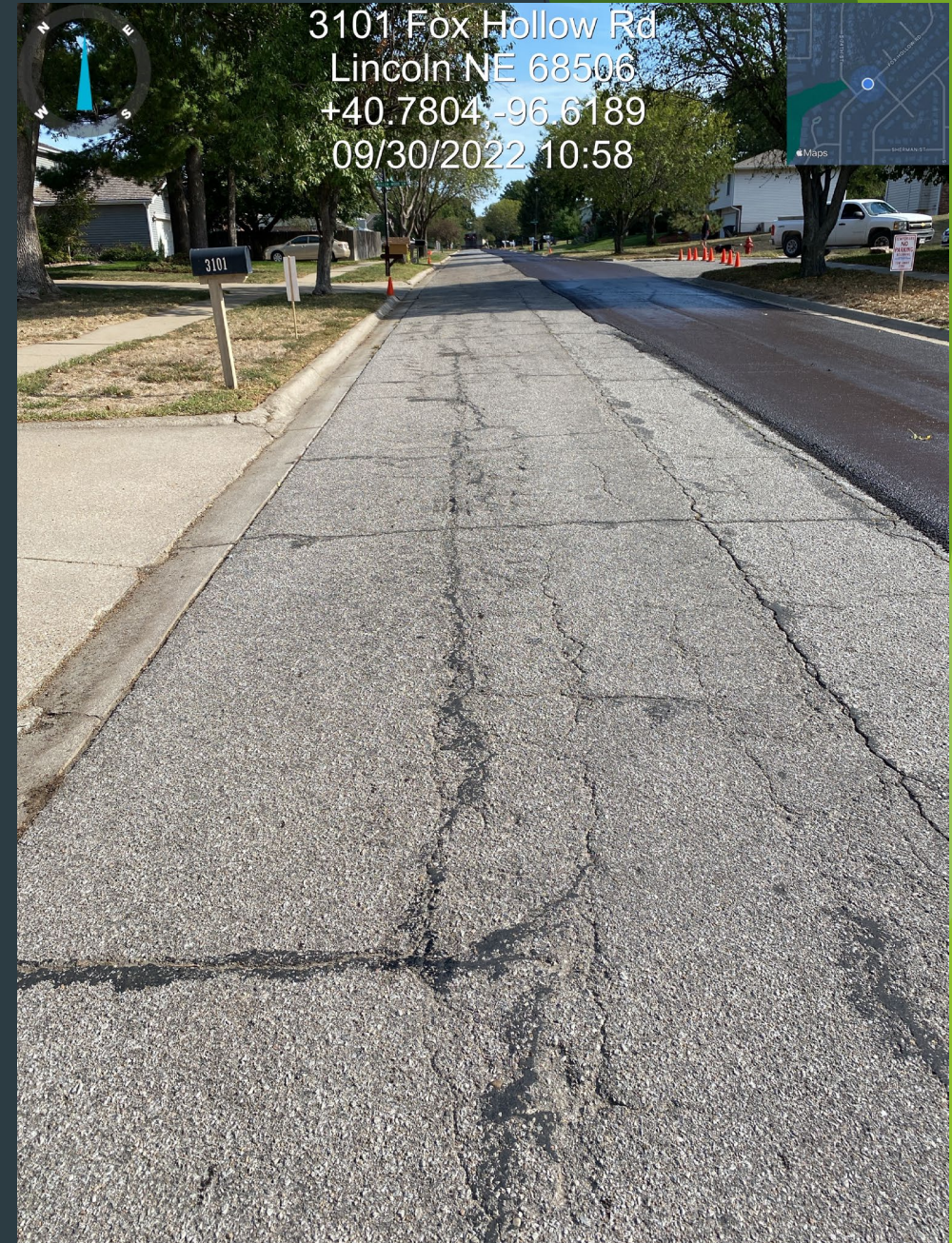




Preventative Maintenance

PressurePave Projects

- Typically placed on streets that have deteriorated past the point of simple maintenance efforts but are not in poor enough condition to require a mill and overlay
- Extends the life of our streets at 1/5 the cost of a mill and overlay
- Typically applied every 10 years
- Last year's 4-mile residential project cost \$550,000 and took 4 days. A similarly sized mill and overlay would have cost \$3.35 million and would take an estimated 10 weeks.
- [2022 Residential PressurePave Project - City of Lincoln, NE](#)
- Working on a residential package of similar size for 2023.





Roller Compacted Concrete

WHAT IS IT?

Roller-compacted concrete (RCC) is an ultra-tough, zero-slump concrete with compressive strengths greater than 4,000 psi. It is placed with asphalt pavers to form a nonreinforced, concrete pavement. RCC successfully and economically combines strength and durability with ease of construction.

When to use it?

RCC pavement is best suited for low-speed, industrial or military applications such as intermodal yards, distribution centers, or equipment hardstands where surface smoothness and appearance are secondary to high durability, low maintenance, and low initial cost.



Roller Compacted Concrete

- RCCP's use has typically been further South where freeze-thaw cycles and deicing chemicals are less likely to damage it. Due to the material composition and the surface finish of RCCP, weathering effects can be more pronounced than with typical pavements which can lead to a further reduction in the appearance and surface smoothness over time.
- While RCCP does not require relief (expansion) joints to be installed, they can be included to control cracking. When joints are installed the load transfer at the joints relies entirely on the aggregate interlock within the material given no reinforcement steel can be used.
- Specialized equipment is needed to produce and place RCCP and currently there are no known contractors in this region who provide this product or service.

ACT BUSINESS

- ▶ Next Meeting: Thursday, June 22, 2023
 - ▶ Location: City Hall, LTU Administration, Conference Room 210 or via Zoom

- ▶ 2023 Meetings (Thursdays)
 - ▶ August 24
 - ▶ October 26
 - ▶ December 7

- ▶ Anything else we need to cover?