

was the work of the Mayor's Road Design Task Force. This 14 member committee appointed by the Mayor of Lincoln was charged with developing a strategy for addressing the near term roadway funding challenges of the time. Among other findings, the Task Force recommended the City consider extended life for rural paved roadways, simplified road designs, and building roads initially to meet the demand of the immediate future, rather than traffic volumes that may not exist for decades. An updated look at this strategy would be useful to ensure the current development needs are being addressed with cost factors constrained.

In addition to the Highway 2 corridor, several roadway corridors were originally contemplated as six-lane (or four-lane) major widening projects. However, an alternative approach to major widening is recommended for these corridors. This approach would focus on traffic signal coordination and intersection improvements. By applying this alternative approach to these corridors, the limited funding available for roadway capital projects can be stretched to address the congestion needs on more corridors.

The Needs Based Plan reflects this philosophy by including roadway designs that are scaled back, compared to the 2030 LRTP, to the projected traffic demands of year 2040. In some cases this means that existing pavement, such as the asphalt paving on Saltillo Road in southwest Lincoln, would remain (and be maintained) to serve the future population through 2040 along with safety improvements. However, acquisition of right-of-way should still occur with development to plan for the full build-out of the roadway beyond 2040.

The result of this approach in planning for future roads is a system that attempts to provide paved roadways to all areas of the future service limit and minimizes the level of congestion in the road system while keeping costs as low as possible.

## South and East Beltways

The South and East Beltways have long been projects included in the Lincoln and Lancaster County Comprehensive Plan. Together with the West Bypass/US Highway 77 and Interstate 80, they would form a beltway loop around the City of Lincoln. These roadways provide alternative routes for traffic traveling around the City of Lincoln, particularly interstate truck traffic. The safety benefits of removing this type of traffic from 84th Street, NE Highway 2, and 148th Street, which also serve as major intercity traffic routes, are very important. Protecting the beltway corridors, acquiring the right-of-way, and obtaining funding has begun for these routes.

The South Beltway is a \$297.315 million State project that is in the State's programmed budget.

The State has completed preliminary engineering and done some level of

work with landowners within the planned corridor.

With the passage of the Build Nebraska Act (LB 84) during the 2011 State legislative session, road funding for the State's expressway system became available beginning in 2013.

The East Beltway remains a local project at this time with no state or federal funding available to assist. The price tag for construction of this project does not justify this being solely a local project. At this time, the City and County should continue to fund a program for protecting the corridor where the future East Beltway is planned. However, no funding is shown at this time for construction of this project. Continued evaluation of this corridor is important in order to identify any change in its priority.



## Nebraska Highway 2

One of the largest roadway projects in the capital road program is the Highway 2 corridor project. A Planning and Environmental Linkages (PEL)



Table 9: Fiscally Constrained Roadway Capital Projects

RANK	Project ID	Street Name	Limits	Description	Lead Agency	Project Cost (2016 \$)	Local Portion (2016 \$)	Year of Expenditure (YOE)			Refer to Notes Below Table
								YOE	YOE Project Cost	Cumulative Cost (YOE)	
Committed		West Beltway (US 77)	I-80 to Saltillo Rd	Freeway with new interchanges	State	\$15,700,000					1
Committed		N. 10th Street	N. 10th St and Military Bridge over Salt Creek	Bridge replacement	Local	\$3,500,000					1
Committed		Yankee Hill Road	70th Street to Hwy 2	2 lanes + roundabouts	Local	\$14,790,000	\$9,980,000				1
Committed		West A Street	SW 40th to Folsom	2 lanes + intersection improvements	Local	\$16,980,000	\$16,980,000				1
Committed		South Beltway	US 77 to Hwy 2	4 lane freeway	State	\$297,315,000	\$50,000,000				1, 6
Committed		14th / Warlick	14th/Warlick/Old Cheney	Intersection improvements and grade separation	Local	\$24,930,000	\$15,020,000				1
Committed		Pine Lake Road	61st St to Hwy 2	4 lanes + turn lanes	Local	\$10,850,000	\$9,450,000				1
Impact Fee/LES	65	Rokeby Road	84th St to 98th St	2 lanes + intersection improvements	Local	\$5,000,000	\$1,500,000	2017	\$1,575,000	\$1,575,000	2, 5
Impact Fee	29	Rokeby Road	S. 70th Street to S. 84th Street	2 lanes + intersection improvements	Local	\$7,400,000	\$7,400,000	2018	\$8,158,500	\$9,733,500	2
Impact Fee	A	Nebraska Hwy 2	84th Street to South Street	Corridor Study	Local	\$1,500,000	\$1,500,000	2019	\$1,736,438	\$11,469,938	3
Impact Fee	60	Rokeby Road	S. 40th St to S. 48th St	2 lanes + intersection improvements	Local	\$3,500,000	\$3,500,000	2023	\$4,924,851	\$16,394,789	2
Impact Fee	9a	W. Holdrege Street	NW 48th St to Chitwood (east ¼ mile)	2 lanes + intersection improvements	Local	\$925,000	\$925,000	2023	\$1,301,568	\$17,696,357	
Developer Commitment	67	S. 400th Street	Yankee Hill Rd to Rokeby Rd	2/4 lanes + intersection improvements	Local	\$8,800,000	\$8,800,000	2024	\$13,001,608	\$30,697,965	2
Developer Commitment	17a	NW. 12th Street	W. Alvo Road to Aster	2 lanes + turn lanes	Local	\$2,800,000	\$2,800,000	2024	\$4,136,875	\$34,834,840	2
Developer Commitment	10	W. Holdrege Street	NW 56th Street to NW 48th Street	2 lanes + intersection improvements	Local	\$3,100,000	\$3,100,000	2025	\$4,809,117	\$39,643,957	2
1	41	N. 48th Street	Adams St to Superior St	4 lanes + intersection improvements	Local	\$12,400,000	\$12,400,000	2026	\$20,198,293	\$59,842,251	
3	B	Nebraska Hwy 2	84th Street to South Street	Priority improvements (TBD by Corridor Study)	Local	\$20,000,000	\$20,000,000	2028	\$35,917,127	\$95,759,377	3
4	2	S. 40th Street	Normal Blvd and South St	Major intersection area work	Local	\$8,600,000	\$8,600,000	2029	\$16,216,583	\$111,975,960	
6	27	Yankee Hill Road	S. 40th Street to S. 56th Street	2/4 lanes + intersection improvements	Local	\$10,200,000	\$10,200,000	2030	\$20,195,302	\$132,171,262	
7	58	S. 56th Street	Van Dorn St to Pioneers Blvd	4 lanes + intersection improvements	Local	\$10,500,000	\$10,500,000	2032	\$22,920,183	\$155,091,445	
8	33	N. 84th Street	O Street to Adams Street	Intersection improvements	Local	\$4,125,000	\$4,125,000	2032	\$9,004,358	\$164,095,803	4
11	32	O Street (US-34)	Antelope Valley N/S Rdwy (19th St) to 46th St	Intersection improvements	Local	\$14,000,000	\$14,000,000	2034	\$33,692,669	\$197,788,472	4
12	19	O Street (US-34)	Wedgewood Drive to 98th Street	Intersection Improvements	Local	\$4,100,000	\$4,100,000	2035	\$10,360,496	\$208,148,968	4
13	37	Cornhusker (US-6)	N. 20th Street to N. 33rd Street	Intersection Improvements	Local	\$4,500,000	\$4,500,000	2036	\$11,939,840	\$220,088,808	4
14	14	NW. 48th Street	Adams Street to Cumming Street	2 lanes + intersection improvements	Local	\$10,300,000	\$10,300,000	2037	\$28,695,415	\$248,784,223	
16	40	Van Dorn Street	S. 70th Street to S. 84th Street	Intersection improvements	Local	\$2,900,000	\$2,900,000	2038	\$8,483,256	\$257,267,479	4
17	42	Havelock Avenue	N. 70th Street to N. 84th Street	2 lanes + intersection improvements	Local	\$6,300,000	\$6,300,000	2039	\$19,350,600	\$276,618,078	
	23	S. 56th Street	Thompson Creek Blvd to Yankee Hill Rd	4 lanes + intersection improvements	Local	\$7,400,000	\$7,400,000	2040	\$23,865,740	\$300,483,818	

- Committed projects are included in the 2016-2022 CIP and/or the current TIP and are assumed to be fully funded and constructed prior to allocation of resources to other Roadway Capital Projects.
- The timing of the Impact Fee/Developer Commitment projects depends on development; for the purpose of the LRTIP, they are assumed to be complete prior to allocation of resources to other Roadway Capital Projects.
- Rather than assuming the widening of Hwy 2 to six lanes, a Corridor Study is recommended to evaluate alternative improvements for the corridor. A \$20 M placeholder for construction of priority improvements is included as a high priority; the specific improvements will be identified in the Corridor Study.
- These corridor projects include the alternative approach to six-lane widening (or four-lane widening in the case of Van Dorn) – traffic signal coordination and key intersection improvements to address bottlenecks.
- The Rokeby Road project (84th St to 98th St) is being partially funded by Lincoln Electric System (LES) (\$3.5 M) and partially by directed impact fees (\$1.5M).
- By agreement, the local portion for the South Beltway project funding is capped at \$50M with funding to come from the City of Lincoln and the RTSD.

