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FOR IMMEDIATE RELEASE

Transportation Enhancement Projects Awarded

The Nebraska Department of Roads announced today that a total of \$5,625,130 has been awarded for community and agency projects, statewide, through the Transportation Enhancement (TE) Program.

According to Roads Director-State Engineer Monty Fredrickson, "Over the years, many positive things have been accomplished and continue to benefit Nebraska as a result of the Transportation Enhancement Program. These projects are making a significant contribution to the quality of life in Nebraska communities – from the smallest village to the largest city."

The Transportation Enhancement Program, part of the federal highway bill, provides funding to local, state, and regional governmental entities to construct and restore transportation infrastructure that are not eligible to be funded through other programs. Examples of transportation infrastructure projects eligible under this program include non-motorized facilities for pedestrians and bicycles, development of scenic byways, restoration of historic transportation facilities, and other projects directly related to the historic, current, or future transportation infrastructure.

Eighteen projects were recommended by the Nebraska Transportation Enhancement Selection Committee. Following is a list briefly describing the projects approved to receive funding:

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NEBRASKA HIGHWAY HISTORICAL MARKER REPAIR

The Nebraska State Historical Society (NSHS) was recommended for funding in the amount of \$100,000 for the continuation of a project to systematically preserve Nebraska's official highway historical markers. Five previous phases of this effort have been funded by the Transportation Enhancement (T.E.) Program. The NSHS will manage the repair process and encourage local involvement in ongoing historical maintenance. The Nebraska State Historical Society is providing a 10% match of \$10,000.

HEBRON ROCK ISLAND TRAIL

The City of Hebron was recommended for funding in the amount of \$500,000 to design and construct a pedestrian bridge spanning the Little Blue River on the abandoned Rock Island railroad bed. The bridge consists of a three-span pedestrian bridge, 375 feet in length in southwest Hebron. The bridge will connect 1,046 feet of future trail east and west of the bridge, ultimately connecting the residents from the southwest portion of Hebron and the residents and visitors of the City's Healthcare Continuum (hospital, assisted living, and care facility) to the downtown, elementary school, and recreational facilities (ball fields, swimming pool, playground, etc.) The City is providing a 38 percent local match of \$305,950.

MINDEN HIKE & BIKE TRAIL

The City of Minden was recommended for funding in the amount of \$473,267 to design and construct an eight-foot wide, six-inch thick concrete hike and bike trail, which will be approximately 6,800 linear feet in length to connect residents to key community destination points. The project will link to a proposed trail to be constructed by Kearney County on the east edge of town and extend to west Minden connecting to an existing trail at Minden Public Elementary School.

The trail begins at Legion/Optimist Park where an existing parking area and public restrooms are already located and will serve as a trailhead. The trail continues through the park and over a small creek where an ADA compliant bridge will be constructed. The trail continues south on Hubbard and then west along 8th Street to Chautauqua Park, where it meanders through the park. It continues west to Nebraska Avenue where it connects to an existing 10-foot wide sidewalk. Handicap ramps will be constructed where they are needed along the existing 10-foot sidewalk. Traveling in a westerly direction, the trail crosses Highway 10 (Brown Avenue) and continues through state-owned property. The trail meanders slightly south until it reaches Smith and 6th Streets and continues west to Burton Street. At Burton Street it turns south to end at the Minden Public Schools Outdoor Classroom, tying into an existing trail and parking lot. Crossings will be striped at intersections and warning lights will be installed at the crossing of Highway 10. The City of Minden is providing a 20 percent local match of \$118,317.

WAYNE HIGHWAY 35 UNDERPASS PROJECT

The City of Wayne was recommended for funding in the amount of \$368,689 to design and construct a fully-accessible pedestrian underpass beneath Nebraska Highway 35 to improve trail connectivity for residents residing in the rapidly developing northern half of the City. The underpass provides connectivity to a future planned trail (Wayne Trail Phase 2), which is currently in design and funded by the Transportation Enhancement Program.

A new subdivision is currently under development just north of Highway 35. Currently, trail users must cross the highway at grade with the busy traffic on the highway. The sub-division developer has agreed to construct a new walking path through the housing development, connecting the underpass to sidewalks in established neighborhoods that will lead trail users to the planned highway underpass. The City of Wayne is providing a 30% local match of \$158,010.

FREMONT MAIN STREET HISTORIC LIGHTING – PHASE 3

The City of Fremont was recommended for funding in the amount of \$140,210 for Phase 3 of the Fremont Main Street Historic Lighting project. This will be the final phase to replace all of the existing 1970's style lighting with historically correct lighting similar to a style that once existed in historic downtown Fremont. This phase consist of replacing the lighting on five blocks just off of Main Street including one block of 6th Street, and two blocks of 5th and 4th Streets between Park Avenue and D Street. The project will remove the existing lighting and replace it with new light fixtures complete with new bases, wiring, conduit, receptacles, etc. The lighting style will be identical to the lights that were installed during previous phases. The City is providing a 20 percent local match of \$35,053.

NORFOLK ELKHORN RIVER TRAIL

The City of Norfolk was recommended for funding in the amount of \$500,000 for the design and construction of the Elkhorn River Trail. This bicycle/pedestrian trail starts at the east end of the Cowboy Trail Extension and extends 6,100 feet to the east. The trail travels through Ta-Ha-Zouka Park along an existing park maintenance road and ends at 1st Street. The concrete surfaced trail will be 10-feet wide and 6-inches thick and includes a pre-fabricated bridge across an existing drainage channel. Also funded as part of this project, is a concrete trailhead which is 40' x 80' and includes 20 parking stalls. The trailhead will be located at the ending point of the trail at 1st Street.

Ta-Ha-Zouka Park consists of 99 heavily shaded acres along the Elkhorn River. This project provides connection to rental cabins, public campgrounds, restrooms, canoe access to the river, a recently renovated lagoon with handicapped fishing platform, volleyball court and softball field. Located further east in the newer park addition is a 24-court horseshoe complex, three-field softball complex, five field youth ball complex, a 19-hole disc golf course, and a boat launch at 1st Street. The City of Norfolk is providing a 25 percent local match of \$175,054.

LINCOLN WEST O HISTORIC HIGHWAY PROJECT – PHASE 2

The City of Lincoln was recommended for funding in the amount of \$222,257 for Phase 2 of the West "O" Street Historic Highway Project. The first phase of the project received transportation enhancement funds in 2008 for improvements related to the historic Detroit-Lincoln-Denver (DLD) Highway in west Lincoln. Funding for the second phase of the project is directed to three primary components: 1). Historic replica lighting on West "O" Street, including a portion on the former DLD highway; 2). Landscaping and decorative paving improvements to enhance the entry to Downtown Lincoln; and 3). Interpretive markers and signage at strategic locations along the Detroit-Lincoln-Denver (DLD) highway. This continues the City's focus on transportation history and entryway enhancement by extending the improvements on a twenty-two block segment of West "O" Street between the Salt Creek Bridge and Homestead Expressway (U.S. Highway #77). The City of Lincoln is providing a 20 percent local match of \$55,564.

WAKEFIELD LOGAN CREEK TRAIL – PHASE 2

The City of Wakefield was recommended for funding in the amount of \$322,272 for design and construction of a 10 foot wide asphalt trail. This trail will be Phase 2 of the city's trail plan. The project begins at the ending area of the Phase 1 trail which is located north of Highway 35. The trail will cross the highway at an underpass and then continue along the existing levee for approximately 7,400 feet. The underpass will be handicap accessible and have security lighting. The project will end just south of Highway 35 and 7th Street near a newly constructed nursery business. Future trail plans will continue the trail in the downtown area of Wakefield and connect back to the Phase 1 trail completing a full loop around the city. The City of Wakefield is providing a 20 percent local match of \$80,568.

BROKEN BOW 5TH AVENUE TRAIL CONNECTOR

The City of Broken Bow was recommended for funding in the amount of \$261,232 for the design and construction of a 10 foot wide 2,800 linear foot concrete trail. The trail will begin at the northeast corner of the intersection of North 5th Avenue and Memorial Drive near a residential area. The trail will continue to the north along North 5th Avenue roughly to the intersection of 5th Avenue and North H Street. The trail will then enter into the city park and travel along the south side of Melham Lake to connect with the parking lot adjacent to the city pool. The trail will continue past the pool towards existing park facilities (restrooms and shelters) for Melham Park. It will then tie into the sports complex trail system accessing softball fields, soccer/football fields and a parking lot. The City of Broken Bow is providing a 20 percent local match of \$65,308.

BEATRICE GAGE COUNTY MUSEUM & 2ND STREET PRESERVATION PROJECT

The City of Beatrice was recommended for funding in the amount of \$279,675 for construction of a historic preservation project located on 2nd Street just off of Highway 136 near the Big Blue River in Beatrice. The project location serves as the entrance to the Gage County Historical Society and Museum, the former Burlington Northern Santa Fe (BNSF) Depot. The City is going to preserve and repair the base and brick pavers for one city block on 2nd Street. Work for the street repair will include removal of the original Colorado sandstone curbs and Buffalo brick pavers, add a 6-inch concrete base and re-lay the original curbs and pavers. The original base of the brick street in front of the Gage County Museum is in need of repair as the base is no longer solid which creates an unlevel driving surface due to the shifting of the underlying base and the pavers. The project includes concrete paving on the semi-circular gravel driveway and installation of a 6' wide brick paver sidewalk bordering the semi-circular drive to the west to reflect the 1906 Daily Express news articles and 1917 photograph. The project also includes brick sidewalk repair to the north, east, and south sides of the museum. Existing sidewalks present a safety concern because bricks are uneven, broken and misplaced. A surplus of sidewalk bricks has been maintained by the City and will be used to replace bricks that cannot be cleaned and restored. The gravel parking areas will be reverted back to green space per the 1917 photograph. The City of Beatrice is providing a 20 percent local match of \$69,919.

HICKMAN ROAD TRAIL CONNECTION – WEST

The City of Hickman was recommended for funding in the amount of \$50,698 for design and construction of a 300-foot bicycle/pedestrian connector trail in northwest Hickman. This trail will provide a pedestrian crossing on Hickman Road to allow residential neighborhoods in northwest Hickman safe access to Hickman City Park. The connector trail will link an existing trail in the park with three neighborhoods north of Hickman Road. Hickman Road is the primary east-west transportation corridor through the City and leads directly to U.S. Highway #77 four miles west of town.

The connector trail will begin by linking to an existing trail south of Hickman Road and then travel in a northeasterly direction in city right-of-way to the south side of Hickman Road. A pedestrian crossing will be installed consisting of a painted road striping and pedestrian-activated traffic crossing lights which change from flashing yellow to red. On the north side of Hickman Road, the trail will connect to an existing trail system which parallels Hickman Road and turns north along the west edge of Arbor Ridge Subdivision. The City of Hickman is providing a 20 percent local match of \$12,674.

ALLIANCE BOX BUTTE AVENUE HISTORIC LIGHTING

The City of Alliance was recommended for funding in the amount of \$275,227 for installation of 20 new historic replica lights. The historic replica lights will be installed along Box Butte Avenue, returning the lighting theme along this street to a 1930's – 1950's appearance. The lighting installation will also consist of updates to the existing electrical infrastructure. Box Butte Avenue has been designated on the National Register for Historic Places. The City of Alliance is providing a 20 percent local match of \$68,807.

FREMONT RAWHIDE CREEK TRAIL CONNECTION

The City of Fremont was recommended for funding in the amount of \$477,999 for design and construction of a ten foot wide, concrete bike/pedestrian trail. The trail begins at the ending point of the Johnson Road Trail on the east side of Fremont. It continues along the north side of Rawhide Creek for approximately ½ mile. At Luther Road, the trail will head to the south and end at 19th Street. At 19th Street, the trail becomes a marked “share the road” trail. This component of the project continues for the entire length of 19th Street from Luther to Somers Roads. The project then continues as a “share the road” trail heading south on Somers to Linden Road. From Linden, the trail will lead to the west where it will connect to the Airport/FEVR trailhead east of the railroad tracks. The City of Fremont is providing a 20 percent local match of \$119,500.

HASTINGS PIONEER SPIRIT TRAIL – EAST SEGMENT

Note: This Hastings Pioneer Spirit Trail East and West Segments were presented as one project at the Transportation Enhancement Selection Meeting. The committee elected to split this project into two separate projects to be funded in different priority order. Therefore, we do not have accurate funding amounts or project lengths at the time of this letter. Specific information regarding the two segments of this project has been requested from the LPA and will be forwarded as quickly as possible. The funding dollars and local match outlined in the following project description is only an estimate.

The City of Hastings was recommended for funding in the amount of \$300,000 for the construction of the third phase of the Pioneer Spirit Trail. This third phase is a 10-foot wide, 6-inch thick concrete trail and includes installation of one pre-fabricated pedestrian bridge structure. The project connects the American Legion Wayside Park to the Hastings soccer fields and Prairie Ridge Park (Nebraska Softball Complex).

The trail will begin at 22nd Street and Osborne East (terminus of the previously funded Hastings Pioneer Spirit Trail - Phase 2) and adjacent to American Legion Wayside Park. The trail proceeds in a northeasterly direction along the former Union Pacific Railroad right-of-way to 42nd Street and Turner Avenue (Hastings soccer fields). At that point the trail will continue west along 42nd Street (Prairie Ridge Park-Nebraska Softball Complex) where it connects to an existing trail previously constructed during the development of Walmart. The City of Hastings is providing a 39 percent local match of \$196,059.

PAPILLION WALNUT CREEK CONNECTOR TRAIL

The City of Papillion was recommended for funding in the amount of \$284,018 for design and construction of a trail that connects the existing Savanna Shores Trail to the existing trail around the 105-acre Walnut Creek Lake. The concrete surface trail will be 8 feet wide, 6 inches thick and 1,290 feet in length. The trail will include a 10'x10'x50' long reinforced concrete box culvert installed with an open-cut trench method across Schram Road. In addition, a new 80'x100', 6 inch thick concrete surface will be installed over the existing rock trailhead and parking area on Schram Road. The City of Papillion is providing a 20 percent local match of \$71,005.

HICKMAN ROAD TRAIL CONNECTION – EAST

The City of Hickman was recommended for funding in the amount of \$500,000 for design and construction of a 3,600 linear-foot bicycle/pedestrian trail which connects the central part of Hickman to neighborhoods in the northeast portion of the City. The 8-foot wide concrete trail begins with a connection to an existing trail located directly north of the central business district. From this beginning point, the trail travels north for one block to Hickman Road. Hickman Road is the primary east-west transportation corridor through the City. From this location, the trail turns east and travels two blocks in the south right-of-way of Hickman Road to South 68th Street. South 68th Street is a heavily traveled north-south transportation corridor connecting Hickman to Lincoln (north) and to the Norris School campus (south). Within this two-block stretch, the trail would cross a drainage channel on a 10-foot wide pedestrian bridge. Installation of a pedestrian crossing is necessary at South 68th Street. Safety features of the crossing include a striped crosswalk and pedestrian-activated lights which change from flashing yellow to red. Bollards and signage will be installed on both sides of 68th Street to alert hikers/bikers to the crossing.

From South 68th Street, the trail continues east along the south right-of-way line of Hickman Road for approximately six blocks to Larkspur Drive, where a pedestrian crossing would be installed on Hickman Road for safe access to Haven Manor Independent and Assisted Living Center, and residences in the Prairie View subdivision. The City of Hickman is providing a 22 percent local match of \$144,532.

GRAND ISLAND MORMON ISLAND TRAIL / SOUTH LOCUST BRIDGES

The City of Grand Island was recommended for funding in the amount of \$369,856 for the construction of two pedestrian bridges along the South Locust Street Interstate-80 entrance into Grand Island. The project will complete the pedestrian sections of two bridge superstructures crossing the Platte River. The construction of the two bridges will include new railing, fencing, and approach slabs. The bridges will provide a connection to the existing Riverway Trail and begin the first phase of the Mormon Island Trail. That trail will create bicycle and pedestrian access to Mormon Island State Recreation Area and create a pedestrian transportation route into Grand Island along South Locust.

The City anticipated the extension of the Riverway Hike & Bike Trail to Mormon Island. In 2004, the substructure was installed for two bridges in conjunction with completion of the South Locust interchange. The City is providing a 20 percent local match of \$92,397.

HASTINGS PIONEER SPIRIT TRAIL – WEST SEGMENT

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The City of Hastings was recommended for funding in the amount of \$200,000 for the construction of the fourth phase of the Pioneer Spirit Trail. This phase is a 10-foot wide, 6-inch thick concrete trail. This project will provide connection to three major recreational areas including American Legion Wayside Park, Hastings soccer fields, Prairie Ridge Park (Nebraska Softball Complex), and Lake Hastings Recreational Area.

The trail will begin at the ending point of an existing trail previously constructed during the development of Walmart at Osborne Drive and West 38th Street. The trail extends south along Osborne Drive following an access road until it reaches 22nd and Kansas Streets where it connects with the previously funded Phase 1 trail project. The City is providing a 39 percent local match of \$130,706.

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For additional information contact:

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