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FOR IMMEDIATE RELEASE

Transportation Enhancement Projects Awarded

The Nebraska Department of Roads announced today that a total of \$6,193,995 has been awarded for community and agency projects, statewide, through the Transportation Enhancement (TE) Program.

According to Roads Director John Craig, "Many positive things have been accomplished and continue to benefit Nebraska as a result of the Transportation Enhancement Program. Since 1993, the Department of Roads has supported over 800 transportation enhancement projects throughout the state. 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.

The 16 projects recommended by the Nebraska Transportation Enhancement Selection Committee total \$6,193,995. Following is a list briefly describing the projects receiving funding:

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NEBRASKA FOREST SERVICE / UNL STATEWIDE ARBORETUM

The Nebraska Forest Service and University of Nebraska-Lincoln were awarded \$500,000 in funding for continuation of the Nebraska Community Enhancement Program. This program provides funds to communities and other public entities in Nebraska for landscaping projects that improve transportation corridors.

OMAHA MISSOURI RIVER PEDESTRIAN BRIDGE

The City of Omaha was awarded \$1,500,000 for the new Missouri River Pedestrian Bridge connecting Omaha and Council Bluffs. Envisioned as an architecturally significant structure, the Missouri River Pedestrian Bridge will be designed and constructed to provide the following key elements:

- a main span consisting of a one-of-a-kind, horizontally curved, cable-stayed bridge highlighted by a 506-foot main span and two, 253-foot back spans;
- single-tower pylons, rising over 200 feet above the water surface on both sides of the Missouri River;
- approach structures that extend to the levee in Council Bluffs;
- a bridge deck having a constant, unobstructed width of 15-feet over the entire length of the bridge and widening out to 20-feet on the Omaha landing;
- handrail and deck and pathway lighting;
- pedestrian and transit connections providing access for all visitors to the site through compliance with ADA limitations on maximum grades;

The Missouri River Pedestrian Bridge will be one of the longest pedestrian spans ever designed and constructed. With 150 miles of trails on both sides of the river, the bridge will be a safe yet exciting way for bicyclists and pedestrians to cross over the river and link Omaha's riverfront development to additional parklands in Council Bluffs. The new pedestrian bridge connecting Omaha and Council Bluffs will provide users a highly interesting, enjoyable experience as they cross over this one-of-a-kind structure.

CAIRO DOWNTOWN IMPROVEMENTS

The Village of Cairo was awarded \$118,726 for design and installation of landscaping along Highway 11 that travels through the Village. The proposed project consists of landscape areas in the downtown corridor (2.5 blocks); and a 20-foot wide landscape area from the southern downtown area extending to the southern city limits (2.5 blocks). Landscaping will consist of street trees, shrubs, and sod. The proposed project lies along the Loup River Scenic Byway Highway 11, and is part of a larger NDOR construction project that will enhance the infrastructure of the downtown. All planting beds for the landscaping portion of the project will be located and constructed under the roadway improvements contract. The Village is providing a 20 percent local match of \$29,682.

DAWES COUNTY INTERPRETIVE WAYSIDE MARKERS

Dawes County was awarded \$4,480 to purchase and install two interpretive markers on the Gold Rush Byway (U.S. Highway 385) in northwest Nebraska. The interpretive markers will be located in an existing Department of Roads turnout on Highway 385, one mile south of Chadron. The markers will provide information concerning the historic transportation route known as the Fort Robinson-Camp Sheridan-Pine Ridge Agency Military and Freighting Road, (1874-1886). The County is providing a 20 percent local match of \$1,120.

LINCOLN WEST “O” HISTORIC HIGHWAY PROJECT

The City of Lincoln was awarded \$380,036 for improvements located on a four-block segment of West O Street between 3rd Street and the Salt Creek Bridge. With a focus on transportation history and entryway enhancement, funding for the project will be directed to three primary components: 1) Creation of a historical interpretive area commemorating the historic Detroit-Lincoln-Denver (DLD) Highway; 2) Streetscape improvements to West ‘O’ Street that will enhance the entry to Downtown Lincoln; and 3) Construction of a 370-foot Salt Creek Levee Connector Trail.

The DLD interpretive plaza will be located just west of the Harris Overpass, which began replacement in November 2007. The new bridge structure will significantly improve the aesthetic quality of Lincoln’s west entryway. Elements planned for the plaza include interpretive panels describing the history of the DLD highway, exposed brick from the original DLD on 3rd street, lighting relative to the time period of the DLD highway, and native landscaping. Signage directing visitors to an existing historic DLD mile marker located at 2nd and West ‘P’ Street will also be included in the plaza. The City is providing a 20 percent local match of \$95,009.

LINCOLN WYUKA STABLES RENOVATION

Wyuka Cemetery, a public charitable corporation, was awarded \$500,000 for renovation of the cemetery stable building (1908-09), located in Lincoln's historic Wyuka Cemetery Park and Gardens. The 124-acre cemetery was listed in the National Register of Historic Places in 1981, primarily for its significance to the history of landscape design in Nebraska. Chartered by the State of Nebraska in 1869, Wyuka is the oldest example of a “rural” cemetery in the State. It is located in central Lincoln between 36th and 42nd streets and from O Street to Vine Street. The purpose of the renovation is to enhance public use of the building. The project scope includes renovation of the exterior facades and interior courtyard, including repair of masonry, stucco and concrete; replacement of doors and windows; replacement of the roof with wood shingles; copper gutters and downspouts; replacement of existing restroom fixtures; and new sanitary sewer and water service. The Wyuka Cemetery Corporation is providing a 33 percent match of \$247,619.

NEBRASKA HIGHWAY HISTORICAL MARKER REPAIR

The Nebraska State Historical Society (NSHS) was awarded \$21,760 for the continuation of a project to systematically preserve Nebraska's official highway historical markers. Three previous phases of this effort have been funded by the Transportation Enhancement (T.E.) Program. This phase includes the repair of twenty-five double-post markers, one single-post marker, seven panel markers, as well as the replacement of three badly damaged markers. The NSHS will manage the repair process and encourage local involvement in ongoing historical maintenance. The Nebraska State Historical Society is providing a 20% match of \$5,440.

OMAHA – OLD MARKET STREET REHABILITATION & RENOVATION

The City of Omaha was awarded \$500,000 for the restoration of brick street paving and street curbs in the Old Market Historic District. The City is planning a \$1.3 million dollar restoration in the Old Market intended to repair deteriorated brick streets and related structures such as drainage inlets and historic curbs. Brick streets to be rehabilitated / repaired are: Howard Street from 10th Street to 13th Street; 11th Street from Jackson Street to Harney Street; 12th Street from Jackson Street to Harney Street; and 11th Street from Farnam Street to Harney Street. The repair work will be limited to brick pavement that has settled, been damaged or removed due to utility work. Replacement of deteriorated concrete curbs with historically accurate granite and limestone curbs is also included in the project. Other incidental work includes the replacement of curb/sump inlets, repair of deteriorated concrete street bed below the bricks, and installation of traffic signals for pedestrian safety. The City is providing a 61 percent local match of \$790,766.

BENNINGTON – PAPIO CREEK PEDESTRIAN BRIDGE AND TRAIL

The City of Bennington was awarded \$331,425 for design and construction of a 10-foot-wide, approximately 1-mile-long concrete trail. The trail will provide a north-south connection across Papillion Creek and connections from residential areas to athletic facilities. Residential neighborhoods and a large park/athletic complex are located on the north side of the creek. Soccer fields, tennis courts and an existing trail connecting the elementary school and middle/high school are on the south side of the creek. The City is providing a 20 percent local match of \$82,856.

FORT KEARNY TRAIL & BRIDGE REHABILITATION

The Nebraska Game and Parks Commission (NG&P) was awarded \$499,666 for design and construction of an 8-foot wide, 1.4-mile long concrete trail. The project also includes the rehabilitation of two Fort Kearny Trail bridges located across the Platte River north of the Fort Kearny State Recreation Area. A portion of the requested funds will be used to pave the entire length of the trail making both bridges ADA compatible. The trail is to begin at the Fort Kearny Recreation Area and travel north across both bridges and end just north of Interstate 80 where it will connect to a future trail on the City of Kearney trail system. The two bridges combined are approximately 1,280 feet long with 56 piers. Rehabilitation

work on the bridges will include making necessary repairs and adding steel armoring to the piers to further protect the bridges. The NP&G is providing a 20 percent local match of \$124,916.

FRANKLIN STERNER HIKE & BIKE TRAIL

The City of Franklin was awarded \$296,217 for design and construction of an 8-foot-wide, 4,775-foot long trail which begins at the Franklin Elementary/Secondary Schools, continues through the downtown area and ends at the City Park on the north side of the town. The proposed trail will pass near the Senior Center, Post Office, downtown area, and end in the city park. Future plans for the City of Franklin's trail system include a recreation trail connecting into the proposed trail. This recreation trail will travel through an outdoor classroom to be utilized by the elementary and high school students. The City is providing a 10 percent match of \$32,913.

GAVIN'S POINT NEBRASKA MERIDIAN TRAIL – PHASE I

The Lewis and Clark Natural Resource District (NRD) was awarded \$170,900 for the design and construction of a 10-foot wide, 6,200 linear foot recycled crushed concrete trail. The trail will be constructed on the Missouri River bank parallel to Highway 121. This location is approximately three-quarters of a mile east of Gavin's Point Dam. The project will provide a transportation connection to an existing trail in South Dakota and eventually a loop route through Nebraska across the historic Yankton Meridian Bridge. The project will be Phase 1 of a four-phased trail plan connecting the Community of Yankton, SD, Lewis and Clark Recreation Area, Gavin's Point Dam, and the Corp of Discovery Welcome Center. The NRD is providing a 20 percent local match of \$42,725.

LINCOLN ROSA PARKS WAY TRAIL

The Lower Platte South Natural Resources District (NRD) was awarded \$201,134 for the design and construction of a railroad undercrossing and trail connection. This project removes the need for a five-block detour off the Salt Creek Levee Trail by providing a 10-foot-wide, 760-foot-long concrete trail connection from the existing trail west of 1st Street on J Street, south beneath seven sets of BNSF Railroad tracks and back to the existing trail just north of the Rosa Parks Way viaduct. The project includes a 145-foot protective structure made of wire mesh and steel columns beneath the railroad to provide protection from overhead debris. The NRD is providing a 21 percent local match of \$52,550.

MCCOOL JUNCTION PEDESTRIAN & BICYCLE TRAIL

The Village of McCool Junction was awarded \$219,186 for the design and construction of a 10-foot-wide, 4,200-foot-long concrete trail. The trail begins at Northside Park, connecting Downtown and the public school, and then ends at the west edge of town. From the north terminus, the trail will run west from 6th Street along the ball fields in Northside Park and turn south across a drainage ditch via a new bridge or culvert. It would continue south on 5th Street through a residential area, turning west for one block on "L" Street and south for one block on 4th Street to "M" Street along the edge of Downtown.

On “M” Street, the trail will continue past a small park and two churches to the west terminus at Fourth Avenue. The public school on 2nd Street is connected to the trail via a one-block sidewalk. The Village is providing a 20 percent local match of \$54,797.

PAPILLION MIDLAND CREEK TRAIL

The City of Papillion was awarded \$498,960 for the design and construction of a 10-foot-wide concrete trail approximately 6,700 feet in length. The proposed trail will begin at the intersection of 72nd Street and Highway 370, the location of the Shadow Lake Town Center/Residential development with 900,000 square feet of commercial space; 749 single-family and 101 townhouse lots. The trail will travel north between 72nd Street and Midland Creek. The Midland Creek Trail will connect to the Halleck Park Trail and West Papio Trail where 72nd Street crosses the West Papio Creek. The trail will cross West Papio Creek utilizing the existing sidewalk on the 72nd Street Bridge, and continue north to the Papillion YMCA at the intersection of 1st and 72nd Streets. The Papillion portion of the West Papio Trail is three miles in length and travels from the end of the Halleck Park Trail at 72nd Street to 36th Street in Bellevue, where it connects to the 21-mile Keystone/Bellevue Loop Trails. The existing West Papio trail winds through a number of new subdivisions and parks. It is the busiest and longest trail in the metro area. The City of Papillion is providing a 20 percent local match of \$124,740.

SPRINGFIELD TRAIL – PHASE 3

The City of Springfield was awarded \$451,505 for the design and construction of a 10-foot wide, 3,000 foot long concrete trail. The trail will begin at a trailhead funded in 2004, located just south of the Southern Sarpy Activities Complex. The trail will travel south along the Springfield Creek corridor. It will cross the creek in two locations with prefabricated bridges. The trail will continue south until it intersects with the Sarpy County Fairgrounds property. At this location, it will travel west for one block and then south, where it will connect with the existing MoPac Trail. The completion of this trail will create an alternative transportation route from the activities complex to the fairgrounds and the town center. The City is providing a 20 percent local match of \$112,876.

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