



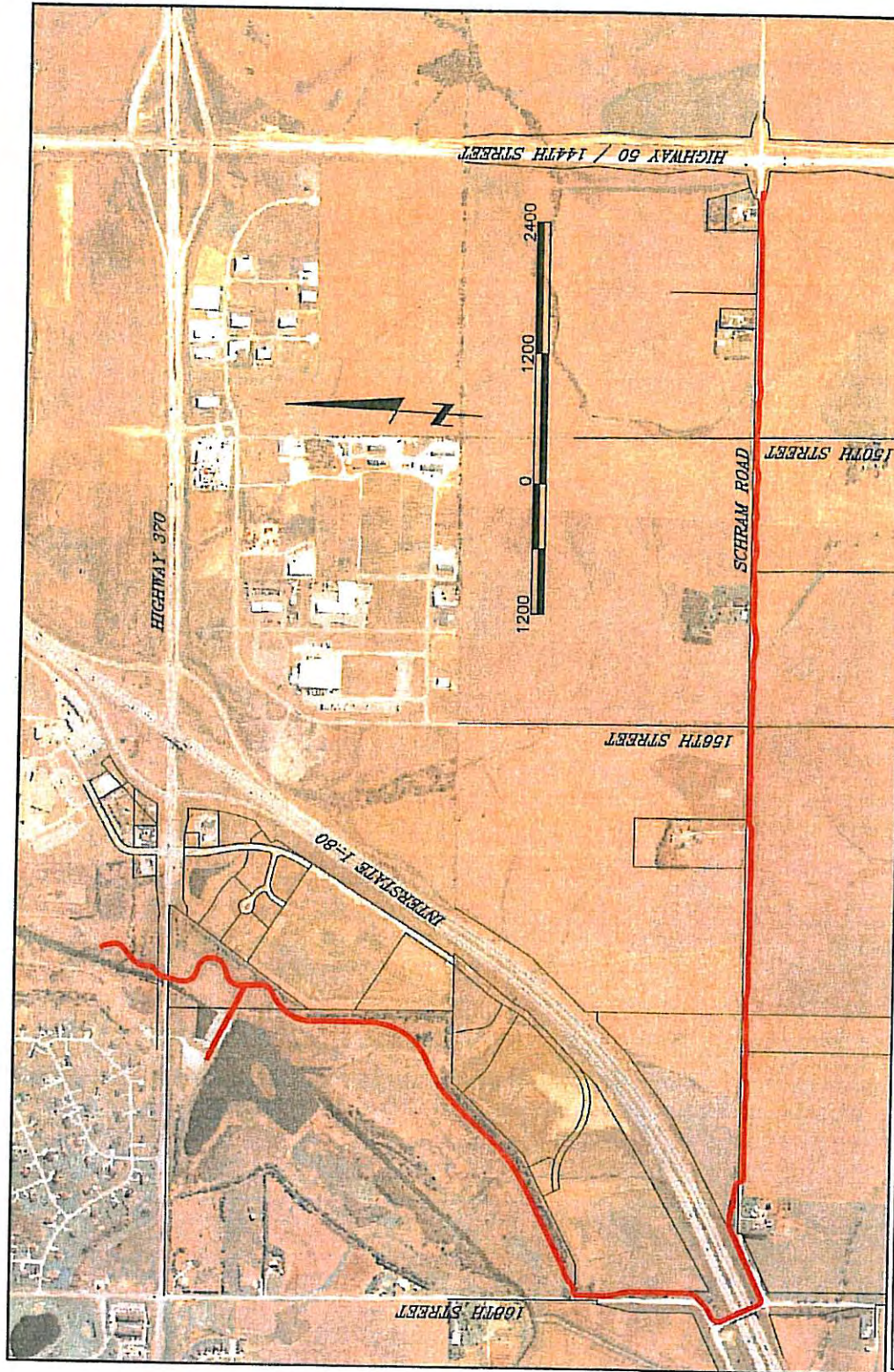
**Public Hearing  
On  
Mopac Trail (Hwy 50 to Chalco Hills)  
Papio-Missouri River Natural Resources District  
April 14, 2011  
7:00 p.m.**

**AGENDA**

1. Hearing Called to Order – Chairperson Rick Kolowski
2. Appointment of Hearing Officer – General Manager, John Winkler
3. Evidence of Proof of Publication of Hearing Notice
4. Explanation of the Purpose of the Hearing – Paul Peters
5. Identification of Exhibits
6. Receive Testimony and Statements
7. Reception of Exhibits
8. Hearing Adjournment

**Papio-Missouri River NRD  
NOTICE OF PUBLIC HEARING**

Please take notice that on April 14, 2011, at 7:00 p.m., the Board of Directors of the Papio-Missouri River Natural Resources District will hold a Public Hearing in compliance with 2-3234.04 Nebraska Revised Statutes, upon the establishment of the Mopac Trail Project located between Highway 50 and Chalco Hills Recreation Area. Such hearing will be held at the principal offices of the District at 8901 S. 154<sup>th</sup> Street, Omaha, NE 68138-3621.



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**2-3234. Districts; eminent domain; powers.** Except as provided in sections 2-3226.11 and 2-3234.02 to 2-3234.09, each district shall have the power and authority to exercise the power of eminent domain when necessary to carry out its authorized purposes within the limits of the district or outside its boundaries. Exercise of eminent domain shall be governed by the provisions of sections 76-704 to 76-724, except that whenever any district seeks to acquire the right to interfere with the use of any water being used for power purposes in accordance with sections 46-204, 70-668, 70-669, and 70-672 and is unable to agree with the user of such water upon the compensation to be paid for such interference, the procedure to condemn property shall be followed in the manner set forth in sections 76-704 to 76-724 and no other property shall be included in such condemnation. No district shall contract for delivery of water to persons within the corporate limits of any village, city, or metropolitan utilities district, nor in competition therewith outside such corporate limits, except by consent of and written agreement with the governing body of such political subdivision. A village, city, or metropolitan utilities district may negotiate and, if necessary, exercise the power of eminent domain for the acquisition of water supply facilities of the district which are within its boundaries.

**Source:** Laws 1969, c. 9, § 34, p. 122; Laws 1972, LB 543, § 12; Laws 1994, LB 480, § 13; Laws 1998, LB 896, § 8; Laws 1999, LB 436, § 8; Laws 2009, LB160, § 6; Laws 2010, LB1010, § 9. **Effective Date: April 14, 2010**

**2-3234.02. Trails; procedures.** Sections 2-3234.02 to 2-3234.09 are procedures for the use of eminent domain by a natural resources district to take private real property for a trail.

**Source:** Laws 2010, LB1010, § 1. **Effective Date: April 14, 2010**

**2-3234.03. Trails; terms, defined.** For purposes of sections 2-3234.02 to 2-3234.09:

- (1) District means a natural resources district;
- (2) Private real property does not include any public land such as real property under the general management of the Board of Educational Lands and Funds;
- (3) Supermajority means sixty-seven percent or more; and
- (4) Trail means a thoroughfare or track across real property used for recreational purposes.

**Source:** Laws 2010, LB1010, § 2. **Effective Date: April 14, 2010**

**2-3234.04. Trails; public hearing; considerations.** Before establishing a trail, the district shall consider, at a public hearing, all of the following:

- (1) The proposed route for the trail, including maps and illustrations, and the mode of travel to be permitted;
- (2) The areas adjacent to such route to be utilized by the district for scenic, historic, natural, cultural, or developmental purposes;
- (3) The characteristics that make the proposed route suitable as a trail;
- (4) The plans for developing, operating, and maintaining the proposed trail;
- (5) Any anticipated problems enforcing the proper use of the proposed trail or hazards to private real property adjacent to such trail;



(6) The current status of the real property ownership and current and potential use of the real property in and along the proposed route;

(7) The estimated cost of acquisition of the real property, or an interest therein, needed for the proposed route; and

(8) The extent and type of private real property interest needed to establish the proposed trail, the right-of-way acquisition process to be followed, and the circumstances under which eminent domain may be utilized.

Source: Laws 2010, LB1010, § 3. Effective Date: April 14, 2010

**2-3234.05. Trails; establishment; district; powers; findings.** If the district decides to establish the trail after following the procedure under section 2-3234.04, the district may acquire private real property, or an interest therein, to develop and maintain the trail by:

(1) Seeking to secure the written consent of the private real property owners affected by the trail to enter into negotiations and proceeding in good faith to reach negotiated agreements with such owners for the private real property, or an interest therein needed; or

(2) If all reasonable efforts to secure written consent and negotiated agreements to acquire private real property, or an interest therein, have failed, the district board may, by resolution adopted by a supermajority of the district board at a public meeting, elect to conduct a proceeding to determine whether to use the power of eminent domain to acquire such property. Such proceeding shall be a public hearing with general notice to the public and specific notice by registered mail to all private real property owners whose property would be subject to condemnation by eminent domain. The public hearing shall be held no sooner than forty-five days after the date the resolution is adopted. At the public hearing, the district board shall receive evidence on the question of whether to acquire private real property by eminent domain for the purpose of constructing the trail. The district board may, by vote of a supermajority of its members, elect to proceed with eminent domain to acquire such property if the district board finds, by clear and convincing evidence received at the public hearing, that all of the following criteria are met:

(a) Whether the trail has been publicized at a public hearing held in accordance with section 2-3234.04 in the area where the trail is planned and reasonable notice of the hearing was provided to affected private real property owners;

(b) Whether good faith attempts to negotiate agreements meeting the requirements of subdivision (1) of this section with the affected private real property owners have been made and have failed for some or all of the private real property that is determined by the district board to be necessary for the trail to be developed;

(c) Whether all other trail route alternatives have been considered, with an evaluation of the extent to which private real property may be involved and which may require the exercise of eminent domain for each alternate route;

(d) Whether in locating the proposed trail consideration was given to the directness of the route; potential benefit to communities and public facilities adjacent to the trail route; trail design and costs; safety to trail users, vehicle operators, and adjacent persons; and adverse impacts and intrusions upon private real property owners or persons using such property;

(e) Whether good faith attempts have been made to address the concerns of affected private real property owners regarding trail design, privacy, land protection, management, and maintenance; and

(f) Whether any development and management of the trail is designed to harmonize with and complement any established forest or agricultural plan for the affected private real property.

Source: Laws 2010, LB1010, § 4. Effective Date: April 14, 2010

**2-3234.06. Trails; right of access.** When the acquisition of a parcel of private real property, or an interest therein, for a trail divides the private real property in such a manner that the owner has no reasonable access to one part of the divided parcel, the district shall allow reasonable access across the trail at a location mutually agreed upon by the owner of such divided parcel and the district.

Source: Laws 2010, LB1010, § 5. Effective Date: April 14, 2010

**2-3234.07. Trails; applicability of other law.** Acquisition of private real property, or an interest therein, and any utilization of eminent domain approved under sections 2-3234.02 to 2-3234.09 to establish a proposed trail shall be conducted in the manner and subject to the requirements provided in sections 25-2501 to 25-2506 and 76-701 to 76-726.

Source: Laws 2010, LB1010, § 6. Effective Date: April 14, 2010

**2-3234.08. Trails; owner or lessee; duties; negotiated written agreement; requirements.** (1) A private real property owner or lessee of property adjoining a trail has no duty (a) to maintain or repair the trail or (b) to protect users of the trail from danger resulting from conditions on the trail unless such conditions are the result of an intentional or negligent act of such owner or lessee.

(2) A negotiated written agreement between a district and a private real property owner regarding the acquisition of real property, or an interest therein, by the district to establish and maintain a trail shall clearly express both parties' rights and obligations, including the obligation of the district to maintain the trail and the liability of the district for property damage or personal injury, or both, to users of the trail.

Source: Laws 2010, LB1010, § 7. Effective Date: April 14, 2010

**2-3234.09. Trails; decision of district board; appeal.** An affected private real property owner may appeal the decision of the district board to use eminent domain under sections 2-3234.02 to 2-3234.09 by petition in error to the district court of the county where the affected private real property is located. No petition to condemn private real property affected by the proposed trail shall be filed in county court until any error proceeding under this section is final.

Source: Laws 2010, LB1010, § 8. Effective Date: April 14, 2010

Memo to the Papio-Missouri River Natural Resources District Board of Directors

Subject: Mopac Trail (Highway 50 to Chalco Hills Recreation Area)

By: Gerry Bowen

Date: April 12, 2011

Following is a synopsis of information concerning the proposed trail for discussion by the Board of Directors, with references to attachments containing relevant documentation and with headers in italics to statutory subjects.

**History of the trail and route considerations:**

*The proposed route for the trail, including maps and illustrations, and the mode of travel to be permitted.*

The Mopac Trail (Highway 50 to Chalco Hills) is a continuation of a trail connecting Omaha and Lincoln. This trail has been included in the Papio Trails Plan since 2000 (Attachments 1-10). The following segments/phases have already been completed:

- In 2002, the Papio-Missouri River and Lower Platte South NRDs completed the rehabilitation of the Lied Platte River Bridge, a major connection between the NRDs crossing the Platte River. The bridge was formerly on the Rock Island Railroad (Attachment 11).
- In 2005, the P-MRNRD completed the segment between Springfield, Nebraska and the Platte River utilizing the former Missouri Pacific Railroad right of way (Attachment 12).
- In 2007, the City of Springfield completed a trailhead parking lot immediately south of Platteview Road and connecting northward to the existing soccer fields (Attachment 12).
- In 2008, the P-MRNRD completed a trail connection starting at the end of the soccer fields mentioned above and Schram Road. This project was done in cooperation with NDOR as part of the Highway 50 reconstruction project. The NRD paid for the trail construction (Attachment 12).
- The City of Springfield is planning to connect the trailhead parking lot completed in 2007 with the end of the existing trail at the Sarpy County Fairgrounds (Attachment 12).

The NRD began the planning process for the segment of trail connecting Schram Road and Chalco Hills Recreation Area in 2006 with the selection of Lamp Rynearson and Associates (LRA) as the consulting firm (Attachments 13, 14, & 15). The District applied for Transportation Enhancement funding from the Nebraska Department of Roads in 2006 (Attachment 16), and again in 2008 (Attachment 17).

LRA provided a recommendation for location of the trail by letters dated July 20, 2007 (Attachment 18) and December 16, 2008 (Attachment 19). Based upon these recommendations, the current route (Attachment 20) is intended to follow Schram Road on the south side of the road, westward from Highway 50 to 168<sup>th</sup> Street, then northward on the east side of the road to



Chalco Hills Recreation Area, then into and through the recreation area under Nebraska Highway 370 to connect with the existing park trail.

Other routes considered include: Continue north along Highway 50 to Highway 370 (a four lane divided highway), thence westward along Highway 370 to Chalco Hills. Both the north and south sides of Hwy. 370 were considered and rejected for safety concerns. It was then decided that the best route would be to follow Schram Road.

*The characteristics that make the proposed route suitable as a trail.*

The lower traffic volume on Schram Road was a major consideration. The south side of the road was selected because of fewer driveways and roads to cross, and cheaper construction costs due to topography.

#### **Trail Amenities:**

*The areas adjacent to such route to be utilized by the District for scenic, historic, natural, cultural, or development purposes.*

The only trailhead planned is in the existing Chalco Hills Recreation Area. No other such facilities are planned. It is believed that when adjacent properties are developed for residential, commercial, or industrial purposes, the trail amenities will be included in those developments.

#### **Trail Operation and Maintenance:**

*The plans for developing, operating, and maintaining the proposed trail.*

The trail will be designed by the NRD's engineering consultant, constructed by a qualified contractor selected through the NRD's competitive bidding process, and operated and maintained by the NRD upon completion.

#### **Potential Hazards to Private Property:**

*Any anticipated problems enforcing the proper use of the proposed trail or hazards to private real property adjacent to the trail.*

The trail will be adjacent to an existing county, gravel road that is currently used for transportation purpose by the public. The trail will not produce any additional opportunities for undesirable behavior than currently exist.

The trail will be between the county road and the adjacent properties. The landowner will be permitted to reserve a right of access across the trail rights-of-way to permit access between the landowner's property and the county road. The trail plans also include providing at least one field access per landowner designed to handle agricultural equipment, grain hauling equipment, etc.

**Status of Property Ownership:**

*The current status of the real property ownership and current and potential use of the real property in and along the proposed route.*

With the exception of the Chalco Hills Recreation Area (owned by the US Government and leased to the NRD), 168<sup>th</sup> Street (Sarpy County), the 168<sup>th</sup> Street Bridge across I-80 (owned by the State of Nebraska, managed by NDOR), and Schram Road (Sarpy County), all other right-of-way is privately-held for either agricultural or development purposes. The public rights-of-way will require permits from the appropriate units of government for use of the property for trail purposes.

**Right-of-way Needed for the Project**

*The estimated cost of acquisition of the real property, or an interest therein, needed for the proposed route.*

Acquisition of approximately 4.9 acres of linear right-of-way along the proposed route is estimated to cost approximately \$88,000.

**Right-of-way Acquisition Process:**

*The extent and type of private real property interest needed to establish the proposed trail, the right of way acquisition process to be followed, and the circumstances under which eminent domain may be utilized.*

Current state and federal laws governing the acquisition of real property, whether by fee title or easement, will be followed by the District. This includes appraisals by a licensed appraiser of each interest to be acquired, disclosure of that appraisal to the property owner, and negotiations with that property owner to arrive at a mutually agreeable price for the property needed for the trail. Eminent domain would be used only in the event that an agreement cannot be reached by negotiations.

As required by Nebraska statutes, a public hearing on the acquisition of real property for the project was held on February 10, 2011 (Attachment 21) at the offices of the District. Parcel appraisals have been completed, but negotiations with landowners have not yet begun.

Memo to: File  
Subject: Papio Trails Plan - Revision  
Date: May 9, 2000  
By: Gerry Bowen

The following is the revised schedule for trail construction in the metro area. This schedule is updated annually to coincide with the Metropolitan Area Planning Agency's (MAPA) Transportation Improvement Plan, an annual publication. To receive federal funding, projects must be listed in the TIP.

**Fiscal Year 2000:**

- |                                      |                                    |
|--------------------------------------|------------------------------------|
| 1. Platte River Connection Phase 1   | Highway 31 to 66                   |
| 2. <b>Platte River Trail Phase 2</b> | <b>Springfield to Platte River</b> |
| 3. Back to the River Trail Phase 1   | Asarco to N.P Dodge Park           |
| 4. Big Papio Trail Phase 3           | Blondo to Hefflinger Park          |
| 5. Field Club Phase 2                | Gold to Hascall                    |
| 6. Roxbury Park Trail                | Q to Harrison                      |
| 7. West Papio Trail Phase 5          | Old L Street to Oakbrook Meadows   |

**Fiscal Year 2001:**

- |                               |  |
|-------------------------------|--|
| 1. Big Papio Trail Phase 2    | Center to Blondo Streets                       |
| 2. Walnut Creek Trail Phase 1 | Walnut Creek R.A. to Overland Park Subdivision |

**Fiscal Year 2002:**

- |                               |   |
|-------------------------------|---|
| 1. Walnut Creek Trail Phase 2 | Lincoln Rd. to Overland Park Subdivision  |
| 2. West Papio Trail Phase 2   | Keystone Trail to 48 <sup>th</sup> Street |
| 3. West Papio Trail Phase 8   | Old L Street to Westchester Park          |

**Fiscal Years 2003 and beyond:**

- |                                       |   |
|---------------------------------------|---|
| 1. BTTR Trail Phase 2                 | Heartland Park to Asarco                          |
| 2. BTTR Trail Phase 3                 | Heartland Park to Asarco                          |
| 3. BTTR Trail Phase 4                 | Heartland Park to L Street (north half)           |
| 4. BTTR Trail Phase 5                 | Heartland Park to L Street (south half)           |
| 5. BTTR Trail Phase 6                 | NP Dodge Park to Boyer Chute                      |
| 6. BTTR Trail Phase 7                 | L Street to Haworth Park (Bellevue)               |
| 7. BTTR Trail Phase 8 (Bridge)        | Heartland Park to Dodge Park (Council Bluffs)     |
| 8. BTTR North Connector               | 90 <sup>th</sup> to Missouri River Trail          |
| 9. BTTR South Connector               | 32 <sup>nd</sup> Avenue to 2 <sup>nd</sup> Street |
| 10. Big Papio Trail Phase 4           | Maple Street to Standing Bear Lake                |
| 11. Bellevue Loop Phase 4             | 25 <sup>th</sup> Street to Fort Crook Road        |
| 12. West Papio Trail Phase 3          | 48 <sup>th</sup> to 72 <sup>nd</sup> Street       |
| 13. West Papio Trail Phase 4          | Highway 50 to Harrison                            |
| 14. West Papio Trail Phase 6          | 84 <sup>th</sup> Street to Giles                  |
| 15. West Papio Trail Phase 7          | Giles to Harrison                                 |
| 16. <b>Platte River Trail Phase 3</b> | <b>Chalco Hills to Springfield</b>                |
| 17. <b>Platte River Trail Phase 4</b> | <b>Highway 50 to Rock Island Bridge</b>           |
| 18. Boulevard Trail Phase 1           | Memorial Park to Fontenelle Park                  |
| 19. Boulevard Trail Phase 2           | 31 <sup>st</sup> Street to Spring Lake Park       |
| 20. Keystone Trail North              | Fort Street to Cunningham Lake                    |
| 21. Keystone Trail East Phase 1       | 63 <sup>rd</sup> to 42 <sup>nd</sup> Streets      |
| 22. Keystone Trail East Phase 2       | 42 <sup>nd</sup> Street to Hanscom Park           |
| 23. Old Lincoln Highway Scenic Trail  |   |



Memo to: File  
Subject: Papio Trails Plan - Revision  
Date: April 18, 2001  
By: Gerry Bowen

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**Fiscal Year 2001:**

- |   |  |
|---|--|
| 1. <b>Platte River Connection Phase 1</b> | <b>Highway 31 to 66</b>                        |
| 2. <b>Platte River Trail Phase 2</b>      | <b>Springfield to Platte River</b>             |
| 3. Back to the River Trail Phase 1        | Asarco to N.P Dodge Park                       |
| 4. Big Papio Trail Phase 3                | Blondo to Hefflinger Park                      |
| 5. Field Club Phase 2                     | Gold to Hascall                                |
| 6. Roxbury Park Trail                     | Q to Harrison                                  |
| 7. West Papio Trail Phase 5               | Westchester Park to Oakbrook Meadows           |
| 8. Big Papio Trail Phase 2                | Center to Blondo Streets                       |
| 9. Walnut Creek Trail Phase 1             | Walnut Creek R.A. to Overland Park Subdivision |

**Fiscal Year 2002:**

- |                                     |   |
|-------------------------------------|---|
| 1. Walnut Creek Trail Phase 2       | Lincoln Rd. to Overland Park Subdivision      |
| 2. West Papio Trail Phase 2         | Keystone Trail to 48 <sup>th</sup> Street     |
| 3. Boulevard Trail Phase 1          | Memorial Park to Fontenelle Park              |
| 4. Old Lincoln Highway Scenic Trail |   |
| 5. BTTR Trail Phase 8 (Bridge)      | Heartland Park to Dodge Park (Council Bluffs) |

**Fiscal Years 2003**

- |                             |   |
|-----------------------------|---|
| 1. BTTR Trail Phase 2       | Heartland Park to Asarco                    |
| 2. BTTR Trail Phase 3       | Heartland Park to Asarco                    |
| 3. West Papio Trail Phase 3 | 48 <sup>th</sup> to 72 <sup>nd</sup> Street |
| 4. BTTR North Connector     | 90 <sup>th</sup> to Missouri River Trail    |

**Fiscal Year 2004 and beyond:**

- |                                       |   |
|---------------------------------------|---|
| 1. BTTR Trail Phase 4                 | Heartland Park to L Street (north half)           |
| 2. BTTR Trail Phase 5                 | Heartland Park to L Street (south half)           |
| 3. BTTR Trail Phase 6                 | NP Dodge Park to Boyer Chute                      |
| 4. BTTR Trail Phase 7                 | L Street to Haworth Park (Bellevue)               |
| 5. BTTR South Connector               | 32 <sup>nd</sup> Avenue to 2 <sup>nd</sup> Street |
| 6. Big Papio Trail Phase 4            | Maple Street to Standing Bear Lake                |
| 7. Bellevue Loop Phase 4              | 25 <sup>th</sup> Street to Fort Crook Road        |
| 8. West Papio Trail Phase 4           | Highway 50 to Harrison                            |
| 9. West Papio Trail Phase 6           | 84 <sup>th</sup> Street to Giles                  |
| 10. West Papio Trail Phase 7          | Giles to Harrison                                 |
| 11. <b>Platte River Trail Phase 3</b> | <b>Chalco Hills to Springfield</b>                |
| 12. <b>Platte River Trail Phase 4</b> | <b>Highway 50 to Rock Island Bridge</b>           |
| 13. Boulevard Trail Phase 2           | 31 <sup>st</sup> Street to Spring Lake Park       |
| 14. Keystone Trail North              | Fort Street to Cunningham Lake                    |
| 15. Keystone Trail East Phase 1       | 63 <sup>rd</sup> to 42 <sup>nd</sup> Streets      |
| 16. Keystone Trail East Phase 2       | 42 <sup>nd</sup> Street to Hanscom Park           |

Memo to: File  
Subject: Papio Trails Plan - Revision  
Date: May 3, 2002  
By: Gerry Bowen

The following is the revised schedule for trail construction in the metro area. This schedule is updated annually to coincide with the Metropolitan Area Planning Agency's (MAPA) Transportation Improvement Plan, an annual publication. To receive federal funding, projects must be listed in the TIP.

**Calendar Year 2002:**

- |  |   |
|--|---|
| 1. <b>Platte River Trail Segment 2</b> | <b>Springfield to Platte River</b>        |
| 2. Back to the River Trail Segment 1a  | OPPD to N.P Dodge Park                    |
| 3. West Papio Trail Segment 5          | Westchester Park to Oakbrook Meadows      |
| 4. Big Papio Trail Segment 2           | Center to Blondo Streets                  |
| 5. Back to the River Segments 2 & 3    | Heartland to Lewis & Clark Landing Bridge |

**Calendar Year 2003:**

- |                                     |   |
|-------------------------------------|---|
| 1. Walnut Creek Trail Segment 2     | Lincoln Rd. to Overland Park Subdivision  |
| 2. West Papio Trail Segment 2 & 3   | Keystone Trail to 72 <sup>nd</sup> Street |
| 3. Boulevard Trail Segment 1        | Memorial Park to Fontenelle Park          |
| 4. BTTR Segment 1b                  | OPPD to Lewis & Clark Landing             |
| 5. Missouri River Pedestrian Bridge | Omaha to Council Bluffs                   |
| 6. BTTR Trail Segment 6             | NP Dodge Park to Boyer Chute              |

**Calendar Year 2004**

- |                               |                                   |
|-------------------------------|-----------------------------------|
| 1. BTTR North Connector       | 90 <sup>th</sup> to BTTR Trail    |
| 2. Big Papio Trail Segment 5  | Lamp Park Bridge                  |
| 3. West Papio Trail Segment 4 | Millard Avenue to Harrison Street |

**Calendar Years 2005 and beyond:**

- |   |  |
|---|--|
| 1. BTTR Trail Segment 4                 | Heartland Park to L Street (north half)            |
| 2. BTTR Trail Segment 5                 | Heartland Park to L Street (south half)            |
| 3. BTTR Trail Segment 7                 | L Street to Haworth Park (Bellevue)                |
| 4. BTTR South Connector                 | 32 <sup>nd</sup> Avenue to 2 <sup>nd</sup> Street  |
| 5. Big Papio Trail Segment 4            | Hefflinger to Standing Bear Lake                   |
| 6. Big Papio Trail Segment 6            | Standing Bear Lake to Bennington                   |
| 7. Bellevue Loop Segment 4              | 25 <sup>th</sup> Street to Fort Crook Road         |
| 8. West Papio Trail Segment 6           | 84 <sup>th</sup> Street to Giles                   |
| 9. West Papio Trail Segment 7           | Giles to Harrison                                  |
| 10. <b>Platte River Trail Segment 3</b> | <b>Chalco Hills Recreation Area to Springfield</b> |
| 11. <b>Platte River Trail Segment 4</b> | <b>Hwy. 50 to Lied Platte River Bridge</b>         |
| 12. Boulevard Trail Segment 2           | 31 <sup>st</sup> Street to Spring Lake Park        |
| 13. Keystone Trail Segment 6            | Democracy Park to Cunningham Lake                  |
| 14. Keystone Trail Segment 7            | 63 <sup>rd</sup> to 42 <sup>nd</sup> Streets       |
| 15. Keystone Trail Segment 8            | 42 <sup>nd</sup> Street to Hanscom Park            |
| 16. Old Lincoln Highway Scenic Trail    |  |

Memo to: File  
Subject: Papio Trails Plan - Revision  
Date: May 3, 2003  
By: Gerry Bowen

The following is the revised schedule for trail construction in the metro area. This schedule is updated annually to coincide with the Metropolitan Area Planning Agency's (MAPA) Transportation Improvement Plan, an annual publication. To receive federal funding, projects must be listed in the TIP.

**Calendar Year 2003:**

- |  |   |
|--|---|
| 1. <b>Platte River Trail Segment 2</b> | <b>Springfield to Platte River</b>        |
| 2. West Papio Trail Segment 5          | Westchester Park to Oakbrook Meadows      |
| 3. Back to the River Segments 2 & 3    | Lewis & Clark Landing Bridge              |
| 4. West Papio Trail Segment 2 & 3      | Keystone Trail to 72 <sup>nd</sup> Street |
| 5. BTTR Segment 1b                     | OPPD to Lewis & Clark Landing             |
| 6. BTTR Trail Segment 6                | NP Dodge Park to Boyer Chute              |

**Calendar Year 2004:**

- |   |  |
|---|--|
| 1. Walnut Creek Trail Segment 2         | Lincoln Rd. to Overland Park Subdivision   |
| 2. Boulevard Trail Segment 1            | Memorial Park to Fontenelle Park           |
| 3. Missouri River Pedestrian Bridge     | Omaha to Council Bluffs                    |
| 4. BTTR North Connector                 | 90 <sup>th</sup> to BTTR Trail             |
| 5. West Papio Trail Segment 4           | Millard Avenue to Harrison Street          |
| 6. Western Douglas County Trail Phase 1 |  |
| 7. <b>Platte River Trail Segment 4</b>  | <b>Hwy. 50 to Lied Platte River Bridge</b> |

**Calendar Years 2005**

- |   |  |
|---|--|
| 1. Western Douglas County Trail Phase 2 | 31 <sup>st</sup> Street to Spring Lake Park        |
| 2. Boulevard Trail Segment 2            | Lamp Park Bridge                                   |
| 3. Big Papio Trail Segment 5            | <b>Chalco Hills Recreation Area to Springfield</b> |
| 4. <b>Platte River Trail Segment 3</b>  |  |

**Calendar Year 2006 and beyond:**

- |   |   |
|---|---|
| 1. Western Douglas County Trail Phase 3 | Heartland Park to L Street (north half)           |
| 2. Western Douglas County Trail Phase 4 | Heartland Park to L Street (south half)           |
| 3. BTTR Trail Segment 4                 | L Street to Haworth Park (Bellevue)               |
| 4. BTTR Trail Segment 5                 | 32 <sup>nd</sup> Avenue to 2 <sup>nd</sup> Street |
| 5. BTTR Trail Segment 7                 | Hefflinger to Standing Bear Lake                  |
| 6. BTTR South Connector                 | Standing Bear Lake to Bennington                  |
| 7. Big Papio Trail Segment 4            | 25 <sup>th</sup> Street to Fort Crook Road        |
| 8. Big Papio Trail Segment 6            | 84 <sup>th</sup> Street to Giles                  |
| 9. Bellevue Loop Segment 4              | Giles to Harrison                                 |
| 10. West Papio Trail Segment 6          | Democracy Park to Cunningham Lake                 |
| 11. West Papio Trail Segment 7          | 63 <sup>rd</sup> to Hanscom Park                  |
| 12. Keystone Trail Segment 6            |   |
| 13. Keystone Trail Segment 7            |   |
| 14. Old Lincoln Highway Scenic Trail    |   |



Memo to: File  
Subject: Papio Trails Plan - Revision  
Date: July 13, 2004  
By: Gerry Bowen

The following is the revised schedule for trail construction in the metro area. This schedule is updated annually to coincide with the Metropolitan Area Planning Agency's (MAPA) Transportation Improvement Plan, an annual publication. To receive federal funding, projects must be listed in the TIP.

**Calendar Year 2004:**

- |                       |                             |
|-----------------------|-----------------------------|
| 1. Mopac Trail        | Springfield to Platte River |
| 2. BTTR Segment 1b    | OPPD to Ida                 |
| 3. Happy Hollow Trail | Memorial Park to Metcalfe   |

**Calendar Year 2005:**

- |   |  |
|---|--|
| 1. Walnut Creek Trail Segment 2         | Lincoln Rd. to Overland Park Subdivision       |
| 2. Missouri River Pedestrian Bridge     | Omaha to Council Bluffs                        |
| 3. BTTR Segment 1c                      | Ida to Millers Landing                         |
| 4. Southwestern Plaza Trail             | F to L Streets                                 |
| 5. Western Douglas County Trail Phase 1 |  |
| 6. Turner Boulevard Trail               | Dodge to Field Club                            |
| 7. Standing Bear Trail                  | 132 <sup>nd</sup> to 144 <sup>th</sup> Streets |
| 8. Platte River Trail Phase 3           | Platteview Road to Hwy 370                     |

**Calendar Years 2006:**

- |   |   |
|---|---|
| 1. Western Douglas County Trail Phase 2 | NP Dodge Park to Washington County Line |
| 2. BTTR Trail Segment 6                 | Hwy 50 to Lied Bridge                   |
| 3. Platte River Trail Phase 4           | 90 <sup>th</sup> Street to BTTR Trail   |
| 4. BTTR North Connector                 | Platteview Road to Main Street          |
| 5. Springfield Trail                    |   |

**Calendar Year 2007 and beyond:**

- |   |   |
|---|---|
| 1. Western Douglas County Trail Phase 3 | Heartland Park to L Street                        |
| 2. Western Douglas County Trail Phase 4 | L Street to Haworth Park (Bellevue)               |
| 3. Western Douglas County Trail Phase 5 | 32 <sup>nd</sup> Avenue to 2 <sup>nd</sup> Street |
| 4. BTTR Trail Segment 4                 | 31 <sup>st</sup> to Spring Lake Park              |
| 5. BTTR Trail Segment 7                 | Hwy 50 to Chalco Hills                            |
| 6. BTTR South Connector                 | Hefflinger to Standing Bear Lake                  |
| 7. BTTR Trail Segment 2                 | Lamp Park Bridge                                  |
| 8. Platte River Trail Phase 4           | Standing Bear Lake to Bennington                  |
| 9. Big Papio Trail Segment 4            | 25 <sup>th</sup> Street to Fort Crook Road        |
| 10. Big Papio Trail Segment 5           | 84 <sup>th</sup> Street to Giles                  |
| 11. Big Papio Trail Segment 6           | Giles to Harrison                                 |
| 12. Bellevue Loop Segment 4             | Harrison to Millard Avenue                        |
| 13. West Papio Trail Segment 6          | Democracy Park to Cunningham Lake                 |
| 14. West Papio Trail Segment 7          | 63 <sup>rd</sup> to Hanscom Park                  |
| 15. West Papio Trail Segment 8          |   |
| 16. Keystone Trail Segment 6            |   |
| 17. Keystone Trail Segment 7            |   |
| 18. Old Lincoln Highway Scenic Trail    |   |

Memo to: File  
Subject: Papio Trails Plan - Revision  
Date: June 6, 2005  
By: Gerry Bowen

The following is the revised schedule for trail construction in the metro area. This schedule is updated annually to coincide with the Metropolitan Area Planning Agency's (MAPA) Transportation Improvement Plan, an annual publication. To receive federal funding, projects must be listed in the TIP.

**Calendar Year 2005:**

- |                                      |  |
|--------------------------------------|--|
| 1. Turner Boulevard Trail            | Dodge to Field Club                            |
| 2. Standing Bear Trail               | 132 <sup>nd</sup> to 144 <sup>th</sup> Streets |
| 3. Mopac Phase 2                     | Highway 50 to Lied Bridge                      |
| 4. BTTR Trail Segment 6A             | NP Dodge Park to Ponca Road                    |
| 5. <b>Springfield Trail, Phase 1</b> | <b>Platteview Road to Main Street</b>          |
| 6. Old Lincoln Highway Scenic Trail  |  |

**Calendar Year 2006:**

- |   |  |
|---|--|
| 1. Walnut Creek Trail Segment 2         | Lincoln Rd. to Overland Park Subdivision |
| 2. Missouri River Pedestrian Bridge     | Omaha to Council Bluffs                  |
| 3. BTTR Segment 1c                      | Ida to Millers Landing                   |
| 4. Southwestern Plaza Trail             | F to L Streets                           |
| 5. Western Douglas County Trail Phase 1 |  |
| 6. Mopac Trail Phase 3                  | Platteview Road to Hwy 370               |
| 7. BTTR Trail Segment 6B                | Ponca Road to Washington County Line     |
| 8. <b>Springfield Trail Phase 2</b>     | <b>Platteview Road to Main Street</b>    |

**Calendar Year 2007:**

- |   |                                |
|---|--------------------------------|
| 1. Western Douglas County Trail Phase 2 |                                |
| 2. BTTR North Connector                 | BTTR Trail to Sorensen Parkway |
| 3. <b>Mopac Trail Phase 4</b>           | <b>Hwy 50 to Chalco Hills</b>  |
| 4. Big Papio Trail Segment 5            | Lamp Park to Pacific Street    |

**Calendar Year 2008 and beyond:**

- |   |   |
|---|---|
| 1. Western Douglas County Trail Phase 3 |   |
| 2. Western Douglas County Trail Phase 4 |   |
| 3. Western Douglas County Trail Phase 5 |   |
| 4. Western Douglas County Trail Phase 6 |   |
| 5. BTTR Trail Segment 4                 | Heartland Park to L Street                        |
| 6. BTTR Trail Segment 7                 | L Street to Haworth Park (Bellevue)               |
| 7. BTTR South Connector                 | 32 <sup>nd</sup> Avenue to 2 <sup>nd</sup> Street |
| 8. BTTR Trail Segment 2                 | 31 <sup>st</sup> to Spring Lake Park              |
| 9. Big Papio Trail Segment 4            | Hefflinger to Standing Bear Lake                  |
| 10. Big Papio Trail Segment 6           | Standing Bear Lake to Bennington                  |
| 11. Bellevue Loop Segment 4             | 25 <sup>th</sup> Street to Fort Crook Road        |
| 12. West Papio Trail Segment 6          | 84 <sup>th</sup> Street to Giles                  |
| 13. West Papio Trail Segment 7          | Giles to Harrison                                 |
| 14. West Papio Trail Segment 8          | Harrison to Millard Avenue                        |
| 15. Keystone Trail Segment 6            | Democracy Park to Cunningham Lake                 |
| 16. Keystone Trail Segment 7            | 63 <sup>rd</sup> to Hanscom Park                  |

Memo to: File  
Subject: Papio Trails Plan - Revision  
Date: May 15, 2006  
By: Gerry Bowen

The following is the revised schedule for trail construction in the metro area. This schedule is updated annually to coincide with the Metropolitan Area Planning Agency's (MAPA) Transportation Improvement Plan, an annual publication. To receive federal funding, projects must be listed in the TIP.

**Calendar Year 2006:**

- |                                     |  |
|-------------------------------------|--|
| 1. BTTR Segment 6A                  | Dodge Park to Ponca Road                       |
| 2. Turner Boulevard Trail           | Field Club Trail to Dodge Street               |
| 3. Standing Bear Trail              | 132 <sup>nd</sup> to 144 <sup>th</sup> Streets |
| 4. Mopac Phase 2                    | <b>Highway 50 to Lied Bridge</b>               |
| 5. Springfield Trail Phase 1        | <b>Springfield Soccer to Platteview Road</b>   |
| 6. Mopac Equestrian Trail           | Pflug Road to Platte River                     |
| 7. Walnut Creek Trail Segment 2     | Lincoln Road to Overland Park Subdivision      |
| 8. Missouri River Pedestrian Bridge | Omaha to Council Bluffs                        |
| 9. BTTR Segment 1c                  | Ida to Kiwanis Park (Locust Street)            |
| 10. Mopac Trail Phase 3             | <b>Platteview Road to Highway 370</b>          |

**Calendar Year 2007:**

- |   |  |
|---|--|
| 1. Western Douglas County Trail Phase 1 |  |
| 2. BTTR Segment 1d                      | Kiwanis Park to Millers Landing                              |
| 3. BTTR Segment 6B                      | Ponca Road to Washington Co. Line                            |
| 4. Springfield Trail Phase 2            | Platteview Road to Main Street                               |
| 5. West Papio Connector Trail           | Lamp Park to Pacific Street                                  |
| 6. Keystone East Trail Phase 1          | Karen Park (63 <sup>rd</sup> St.) to 42 <sup>nd</sup> Street |
| 7. West Papio Trail Segment 6           | 84 <sup>th</sup> Street to Giles Road                        |
| 8. Southwestern Plaza                   | 144 <sup>th</sup> to Old L Streets                           |
| 9. Mopac Phase 4                        | <b>Hwy. 50 to Chalco Hills</b>                               |

**Calendar Year 2008:**

- |   |   |
|---|---|
| 1. Western Douglas County Trail Phase 2 |   |
| 2. BTTR North Connector                 | BTTR to Sorenson Parkway                    |
| 3. Keystone East Trail Phase 2          | 42 <sup>nd</sup> Street to Field Club Trail |
| 4. Old Lincoln Highway Scenic Trail     |   |
| 5. West Papio Trail Segment 7           | Giles Road to Harrison Street               |

**Calendar 2009 and Beyond:**

- |   |   |
|---|---|
| 1. Western Douglas County Trail Phase 3 |   |
| 2. Western Douglas County Trail Phase 4 |   |
| 3. Western Douglas County Trail Phase 5 |   |
| 4. BTTR Segment 2                       | 31 <sup>st</sup> Street to Spring Lake Park BTTR  |
| 5. BTTR Segment 4                       | Heartland Park to L Street                        |
| 6. BTTR Segment 7                       | L Street to Haworth Park (Bellevue)               |
| 7. BTTR South Connector                 | 32 <sup>nd</sup> Avenue to 2 <sup>nd</sup> Street |
| 8. Big Papio Trail Segment 4            | Hefflinger to Standing Bear Lake                  |
| 9. Big Papio Trail Segment 6            | Standing Bear Lake to Bennington                  |
| 10. Bellevue Loop Phase 4               | 25 <sup>th</sup> Street to Ft. Crook Road         |
| 11. West Papio Trail Segment 8          | Harrison Street to Millard Avenue                 |
| 12. West Papio Connector Trail          | Lamp Park to 132 <sup>nd</sup> Street             |



Memo to: File  
Subject: Papio Trails Plan - Revision  
Date: May 24, 2007  
By: Gerry Bowen

The following is the revised schedule for trail construction in the metro area. This schedule is updated annually to coincide with the Metropolitan Area Planning Agency's (MAPA) Transportation Improvement Plan, an annual publication. To receive federal funding, projects must be listed in the TIP.

**Fiscal Year 2008:**

- |  |                                   |
|--|-----------------------------------|
| 1. Turner Boulevard Trail                  | Field Club Trail to Dodge Street  |
| 2. <b>Mopac Phase 2</b>                    | <b>Highway 50 to Lied Bridge</b>  |
| 3. Missouri River Pedestrian Bridge        |                                   |
| 4. Western Douglas County Trail Phases 1-3 |                                   |
| 5. BTTR Segment 1d (Phase 4)               | Kiwanis Park to Millers Landing   |
| 6. BTTR Segment 6B                         | Ponca Road to Washington Co. Line |
| 7. West Papio Connector Trail Phase 1      | Lamp Park to Pacific Street       |

**Fiscal Year 2009:**

- |   |  |
|---|--|
| 1. Western Douglas County Trail Phase 4 |  |
| 2. <b>Springfield Trail Phase 2</b>     | <b>Platteview Road to Main Street</b>                        |
| 3. Keystone East Trail Phase 1          | Karen Park (63 <sup>rd</sup> St.) to 45 <sup>th</sup> Street |
| 4. West Papio Trail Phase 5             | 144 <sup>th</sup> to Old L Streets (Southwestern Plaza)      |
| 5. <b>Mopac Phase 4</b>                 | <b>Hwy. 50 to Chalco Hills</b>                               |
| 6. Keystone Trail North Phase 1         | 90 <sup>th</sup> to Somerset Park                            |
| 7. Old Lincoln Highway Scenic Trail     |  |
| 8. Q Street Connector Trail             | Keystone Trail to Weircrest Soccer Fields                    |

**Fiscal Year 2010:**

- |   |  |
|---|--|
| 1. Western Douglas County Trail Phase 5 |  |
| 2. Keystone East Trail Phase 2          | 45 <sup>th</sup> Street to 38 <sup>th</sup> Street |
| 3. West Papio Trail Segment 6           | 96 <sup>th</sup> Street to Giles Road              |
| 4. Big Papio Trail Segment 4            | Hefflinger to Standing Bear Lake                   |
| 5. West Papio Connector Trail Phase 2   | Lamp Park to Deer Ridge Pool                       |
| 6. Keystone Trail North Phase 2         | Somerset Park to Cunningham Lake                   |

**Fiscal 2011:**

- |                                       |   |
|---------------------------------------|---|
| 1. West Papio Trail Segment 7         | Giles Road to Harrison Street               |
| 2. BTTR Segment 5                     | Heartland Park to L Street                  |
| 3. Big Papio Trail Segment 6          | Standing Bear Lake to Bennington            |
| 4. West Papio Connector Trail Phase 3 | Deer Ridge Pool to 132 <sup>nd</sup> Street |
| 5. Happy Hollow Trail Phase 2         | Metcalf Park to Fontenelle Boulevard        |

**Fiscal Years 2012-13:**

- |                                |   |
|--------------------------------|---|
| 1. Keystone East Trail Phase 3 | 38 <sup>th</sup> Street to Field Club Trail       |
| 2. BTTR North Connector        | BTTR to Sorenson Parkway                          |
| 3. BTTR Segment 6              | 31 <sup>st</sup> Street to Spring Lake Park BTTR  |
| 4. BTTR Segment 7              | L Street to Haworth Park (Bellevue)               |
| 5. BTTR South Connector        | 32 <sup>nd</sup> Avenue to 2 <sup>nd</sup> Street |
| 6. Bellevue Loop Phase 4       | 25 <sup>th</sup> Street to Ft. Crook Road         |
| 7. West Papio Trail Segment 8  | Harrison Street to Millard Avenue                 |
| 8. Happy Hollow Trail Phase 3  | Fontenelle Boulevard to Fontenelle Park           |

Memo to: File  
Subject: Papio Trails Plan - Revision  
Date: May 20, 2008  
By: Gerry Bowen

The following is the revised schedule for trail construction in the metro area. This schedule is updated annually to coincide with the Metropolitan Area Planning Agency's (MAPA) Transportation Improvement Plan, an annual publication. To receive federal funding, projects must be listed in the TIP.

**Fiscal Year 2008:**

- |   |                                   |
|---|-----------------------------------|
| 1. Mopac Phase 2                        | Highway 50 to Lied Bridge         |
| 2. Western Douglas County Trail Phase 1 | Valley to Waterloo                |
| 3. BTTR Phase 4                         | Kiwanis Park to Millers Landing   |
| 4. BTTR Phase 6B                        | Ponca Road to Washington Co. Line |

**Fiscal Year 2009:**

- |  |  |
|--|--|
| 1. Western Douglas County Trail Phase 2  | Valley to YMCA   |
| 2. Springfield Trail Phase 2             | Platteview Road to Main Street                               |
| 3. Keystone East Trail Phase 1           | Karen Park (63 <sup>rd</sup> St.) to 45 <sup>th</sup> Street |
| 4. Keystone East Trail Phase 2           | 45 <sup>th</sup> Street to Field Club Trail                  |
| 5. Old Lincoln Hwy. Scenic Trail Phase 1 |  |

**Fiscal Year 2010:**

- |   |                                       |
|---|---------------------------------------|
| 1. Western Douglas County Trail Phase 3 | Valley to Platte River                |
| 2. Mopac Trail Phase 4                  | Hwy. 50 to Chalco Hills               |
| 3. West Papio Trail Segment 6           | 96 <sup>th</sup> Street to Giles Road |
| 4. Big Papio Trail Segment 4a           | Hefflinger to Fort Street             |
| 5. West Papio Connector Trail Phase 2   | Lamp Park to Deer Ridge Pool          |
| 6. Youngman Park Trail Phase 1          | Youngman Park (Site 13)               |

**Fiscal Year 2011:**

- |   |   |
|---|---|
| 1. West Papio Trail Segment 5           | 144 <sup>th</sup> Street to Old L Street    |
| 2. Old Lincoln Hwy. Scenic Trail        | Northwest Park to Old Lincoln Hwy.          |
| 3. BTTR Segment 5                       | Heartland Park to L Street                  |
| 4. Big Papio Trail Segment 4b           | Fort to Standing Bear Park                  |
| 5. West Papio Trail Phase 7             | Giles to Harrison                           |
| 6. Western Douglas County Trail Phase 4 | Waterloo to Elkhorn                         |
| 7. Spring Lake Park Trail Phase 1       | Spring Lake Park to 13 <sup>th</sup> Street |
| 8. Skyline Trail                        | Dodge to Harney                             |

**Fiscal Year 2012:**

- |                                       |  |
|---------------------------------------|--|
| 1. Keystone North Trail Phase 1       | Fort to Somerset Park                  |
| 2. Big Papio Trail Phase 6            | Standing Bear to State Street          |
| 3. West Papio Connector Trail Phase 3 | Deer Ridge to 132 <sup>nd</sup> Street |
| 4. Spring Lake Park Trail Phase 2     | L street to Mandan Park                |
| 5. Skyline Trail Phase 3              | Harney to Pacific                      |
| 6. Youngman Park Trail Phase 2        | Youngman Park (Site 13)                |

**Fiscal Years 2013-2014:**

- |   |   |
|---|---|
| 1. Old Lincoln Highway Scenic Trail Phase 3 | Old Lincoln Hwy. to Elkhorn               |
| 2. Keystone North Trail Phase 2             | Somerset Park to Cunningham Lake          |
| 3. West Papio Trail Phase 8                 | Harrison to Old L Street                  |
| 4. Happy Hollow Blvd. Trail Phase 2         | Metcalfe Park to Fontenelle Blvd.         |
| 5. Happy Hollow Blvd. Trail Phase 3         | Fontenelle Blvd. to Fontenelle Park       |
| 6. BTTR Trail North Connector               | BTTR to Sorenson Pkwy.                    |
| 7. BTTR Trail Phase 7                       | Mandan Park to Haworth Park               |
| 8. Bellevue Loop Trail Phase 4              | 25 <sup>th</sup> Street to Ft. Crook Road |
| 9. Big Papio Trail Phase 7                  | State Street to Bennington                |

Memo to: File  
Subject: Papio Trails Plan - Revision  
Date: June 12, 2008  
By: Gerry Bowen

The following is the revised schedule for trail construction in the metro area. This schedule is updated annually to coincide with the Metropolitan Area Planning Agency's (MAPA) Transportation Improvement Plan, an annual publication. To receive federal funding, projects must be listed in the TIP.

**2009-2010 Projects (Federal Fiscal Year 2010):**

1. Mopac Trail Phase 2
2. BTTR Phase 6B
3. Keystone East Trail Phase 1
4. Keystone East Trail Phase 2

**Highway 50 to Lied Bridge (Platte River)**  
Ponca Road to Washington Co. Line  
Karen Park to 45<sup>th</sup> & Dayton Sts.  
45<sup>th</sup> & Dayton Sts. to Field Club Trail

**2010-2011 Projects (Federal Fiscal Year 2011):**

1. Western Douglas County Trail Phase 1
2. BTTR Phase 4
3. Springfield Trail Phase 2
4. Mopac Trail Phase 4
5. West Papio Trail Phase 5

Valley to Waterloo  
Kiwanis Park to Millers Landing  
**Platteview Road to Main Street**  
**Highway 50 to Chalco Hills**  
144<sup>th</sup> Street to Old L Street

**2011-2012 Projects (Federal Fiscal Year 2012):**

1. 144<sup>th</sup> Street Trail
2. Western Douglas County Trail Phase 2
3. West Papio Trail Phase 6
4. West Papio Connector Trail Phase 2

Fort to Ida Streets  
Valley to Twin Rivers YMCA  
96<sup>th</sup> Street to Giles Road  
Lamp Park to Deer Ridge Pool

**2012-2013 Projects (Federal Fiscal Year 2013):**

1. Western Douglas County Trail Phase 3
2. Youngman Park Phase 1
3. Keystone North Trail Phase 1
4. West Papio Connector Trail Phase 3
5. West Papio Trail Phase 7

Valley to Platte River Landing  
Youngman Park  
Fort Street to Sorensen Parkway  
Deer Ridge Pool to Pacific Street  
Giles Road to Q Street

**2013-2014 Projects (Federal Fiscal Year 2014):**

1. Youngman Park Phase 2
2. Western Douglas County Trail Phase 4
3. Keystone North Trail Phase 2
4. West Papio Trail Phase 8

Youngman Park  
Waterloo to Elkhorn  
Sorensen Pkwy. to Cunningham Park  
Q Street to Millard Avenue

**2015 and beyond:**

1. Old Lincoln Highway Trail Phase 1
2. Old Lincoln Highway Trail Phase 2
3. Old Lincoln Highway Trail Phase 3
4. Big Papio Trail Phase 4a
5. Big Papio Trail Phase 4b
6. Big Papio Trail Phase 6
7. Big Papio Trail Phase 7
8. Spring Lake Park Trail Phase 1
9. Spring Lake Park Trail Phase 2
10. BTTR Phase 5
11. BTTR Phase 7
12. BTTR Connector Trail
13. Happy Hollow Blvd. Trail Phase 2
14. Happy Hollow Blvd. Trail Phase 3
15. Bellevue Loop Trail Phase 4

Elkhorn to Youngman Park  
Youngman Park to 180<sup>th</sup> Street  
180<sup>th</sup> Street to Northwest Park  
Hefflinger Park to Fort Street  
Fort Street to Standing Bear Park  
Standing Bear Park to State Street  
State Street to Bennington  
Spring Lake Park to 13<sup>th</sup> Street  
13<sup>th</sup> Street to Mandan Park  
Heartland Park to L Street  
Mandan Park to Haworth Park  
BTTR to Sorenson Parkway  
Metcalf Park to Fontenelle Blvd.  
Fontenelle Blvd. to Fontenelle Park  
25<sup>th</sup> Street to Fort Crook Road



# PLATTE RIVER CONNECTION PROJECT

(Including the Lied Platte River Bridge)

## FACT SHEET

- Nebraska Game and Parks Commission will operate and maintain the trail and bridge.
- The Lied Platte River Bridge is 1, 800 feet long. The bridge was originally built by the Rock Island Railroad in 1893 and carried trains until 1981.
- 1.5 mile limestone-covered trails connect trailheads and parking lots on both sides of the river to the bridge.
- The parking lots have a combined capacity of 75 vehicles (Cass - 50, Sarpý - 25), both meeting ADA guidelines.
- The project reduced flooding threats by removing four piers and by removing old pilings between piers that potentially trap debris.
- The project includes four fishing platforms (facing downstream) and one viewing platform (facing upstream).
- Crucial connection between the Omaha-Lincoln trail systems.
- The project is a segment of the American Discovery Trail.
- Future trail connections planned to Platte River and Mahoney State Parks and Schramm and Louisville Lakes State Recreation Areas.

## PROJECT BUDGET

Project Expenses:	Amount:
Construction Costs	\$2,551,000
Engineering Costs	381,000
Land Rights Acquisition	32,000
Total Project Expenses	\$2,964,000
Project Revenues:	Amount:
Nebraska Department of Roads/Federal Highway Administration	\$1,200,000
Nebraska Trails Foundation	530,000
Lower Platte South NRD	527,800
Papio-Missouri River NRD	510,900
Recreational Trails Program	150,000
Nebraska Game and Parks Commission	40,000
National Park Service	5,300
Total Project Revenues	\$2,964,000

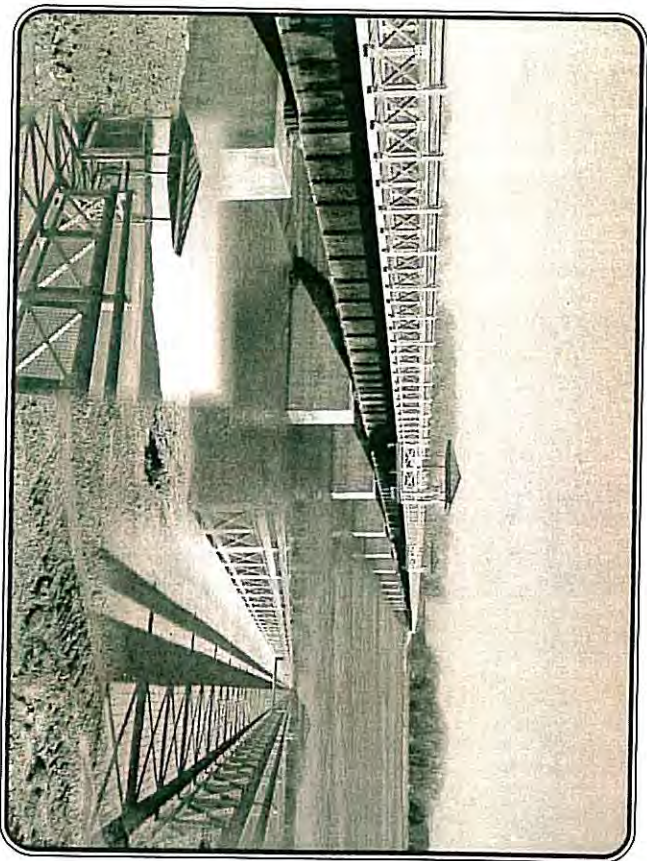
# DEDICATION

Lied Platte River Bridge



Platte River Connection Trail

June 1, 2002  
(National Trails Day)



Lied Platte River Bridge



## Program & Dedication

- 12:00 Lunches distributed
- 12:05 Louisville Schools Ensemble (Directed by Kevin White)
- 12:15 National Anthem -Amanda Stander (Louisville Schools Graduate)  
Pledge of Allegiance

## WELCOME & INTRODUCTIONS

Ross Greathouse, Nebraska Trails Foundation

Gary Gebhard, Eastern Nebraska Trails Network (Omaha)

Nancy Loftis, Great Plains Trails Network (Lincoln)

## SPEAKERS

Ed Kosola, Federal Highway Administration

Jim Pearson, Nebraska Department of Roads

Rex Amack, Nebraska Game & Parks Commission

Joe Neary, Papio-Missouri River NRD Board

Dean Petersen, Lower Platte South NRD Board

Tom Findley, Lied Foundation Trust

Lyn Ziegenbein, Peter Kiewit Foundation

Dr. John White, Cooper Foundation

Laurie Foot, American Discovery Trail Society

Honorable Doug Bereuter, U.S. House of Representatives

## RIBBON CUTTING (CENTER OF BRIDGE)

Mayors of Omaha and Lincoln (Celebrity Link Riders)

Mayor Mike Fahey, Omaha

Mayor Don Wesley, Lincoln

Music - "Louisville Schools Ensemble" (patriotic selection)

Ribbon Cutting

*Adjourn - Thanks for attending*

## LIED PLATTE RIVER BRIDGE DONORS

Lied Foundation Trust	Laurel Shoemaker
Peter Kiewit Foundation	Mark and Deanna Hutchens
Cooper Foundation	Kirk and Jo Kinberg
Eastern Nebraska Trails Network	William Wehrbein
John and Catherine Angle	John Boye
Great Plains Trails Network	Donald Becker
Blues Bike/Bike Rack	Larry and Peg Fletcher
Scott Family Foundation	Scott and Renee Johnson
Omaha World Herald Foundation	Kevin Johnson and Diana Dawson
National Park Service	Brian Beatty and Leslie Greathouse
Nebco, Inc.	Jayne Snyder
Dillon Foundation	Steve and Patsy Meyer
John Woolham	Robert Wenke
Millard Lumber	Lynn and Sherri Lightner
Marcia Halligan	Pfizer Inc.
Ross and Caryl Greathouse	Black Mesa Pipeline Inc.
George and Rosemary Miller	William and Clare Haire
Scott Elliott Memorial	Kay and Bill Orr
Olsson Family Foundation	Holly and Tom Ostergard
Terry and Anne Petit	Pat and Linda Clare
John and Marty White	Elaine Hammer
Paul and Annette Smith	Dennis Connelly
	Steve and Barbara Olmans

## DEDICATION EVENT SPONSORS

Olsson Associates

Hawkins Construction Co.

## PROJECT SPONSORS

Papio - Missouri River Natural Resources District

Lower Platte South Natural Resources District

Nebraska Game and Parks Commission

Nebraska Trails Foundation



# PLATTE RIVER CONNECTION FACT SHEET

October 2010



## Finding Solutions

SERVING Sarpy, Douglas, Washington, Burt, Thurston and Dakota Counties.

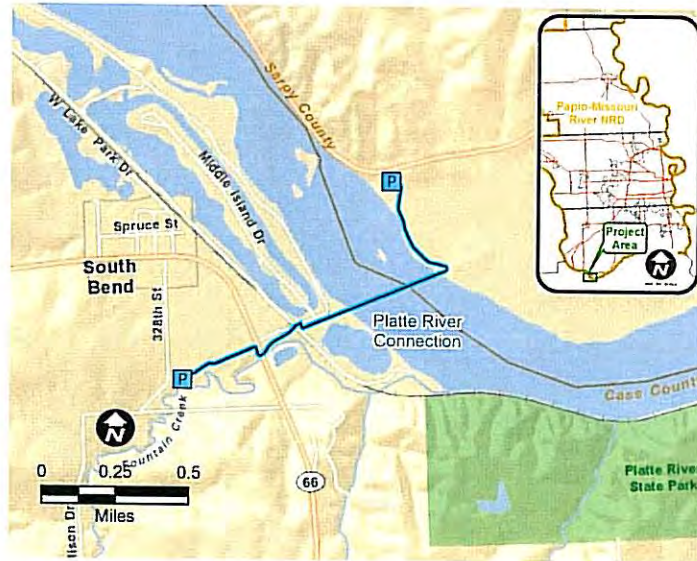
The NRD is governed by an elected, 11-member Board of Directors.

THE MISSION of the Papio-Missouri River NRD is to wisely conserve, manage and enhance our soil, water, wildlife and forest resources.

- \*Flood Control
- \*Water Quality
- \*Groundwater Resources
- \*Soil Conservation
- \*Outdoor Recreation
- \*Domestic Water Supply
- \*Fish and Wildlife Habitat
- \*Forest Resources
- \*Environmental Education

## Project Schedule:

- The Lied Platte River Bridge is 1,800 feet long. The bridge was originally built by the Rock Island Railroad in 1893 and carried trains until 1981.
- 1.5 mile granular trail between parking lots in Sarpy and Cass Counties.
- The Parking Lots have a combined capacity of 75 vehicles (Cass – 50, Sarpy – 25), both meeting ADA guidelines.
- The project reduced flooding threats by removing four piers and by removing old pilings between piers that potentially trap debris.
- The project includes four fishing platforms (facing downstream) and one viewing platform (facing upstream).
- Crucial link in the Omaha-Lincoln Trail.
- The project is a segment of the American Discovery Trail.
- Future trail connections planned to Platte River and Mahoney State Parks and Schramm and Louisville Lakes State Recreation Areas.
- The Nebraska Game and Parks Commission will operate and maintain the trail and bridge



## Project Expenses

	Amount
Construction Costs	\$2,551,000
Engineering Costs	381,000
Land Rights Acquisition	32,000
<b>Total Project Expenses</b>	<b>\$2,964,000</b>

## Project Revenues

	Amount
Nebraska Department of Roads/Federal Highway Administration	\$1,200,000
Nebraska Trails Foundation	530,000
Lower Platte South NRD	527,800
Papio-Missouri River NRD	510,900
Recreational Trails Program	150,000
Nebraska Game and Parks Commission	40,000
National Park Service	5,300
<b>Total Project Revenues</b>	<b>\$2,964,000</b>

Papio-Missouri River Natural Resources District Headquarters • 8901 S. 154<sup>th</sup> Street, Omaha, Nebraska 68138

Telephone 402-444-6222 • Field Offices in Blair, Tekamah, Walthill and Dakota City



# PLATTE RIVER CONNECTION

October 2010



March 1997



December 2000



January 2001



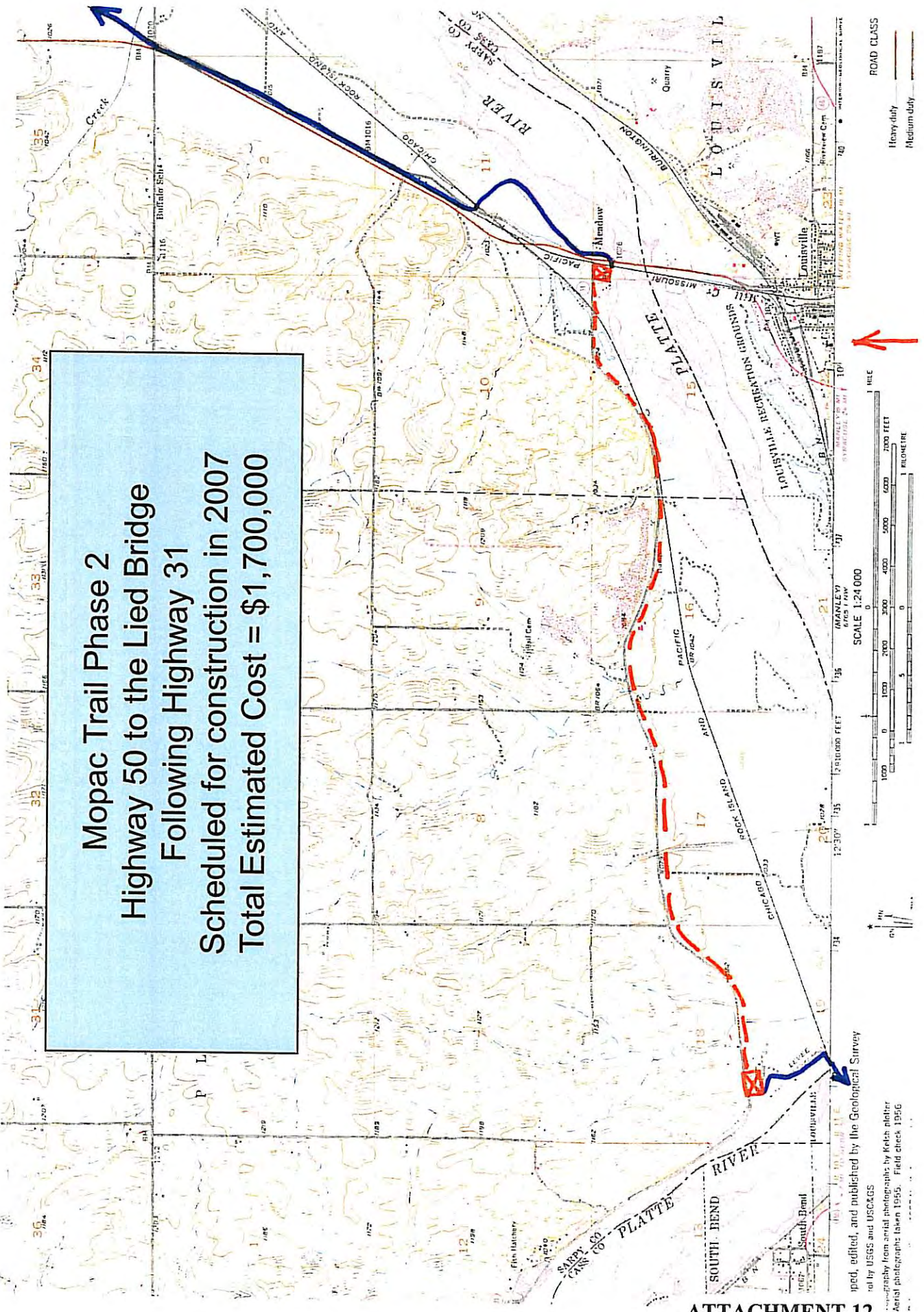
April 2002

Papio-Missouri River Natural Resources District Headquarters • 8901 S. 154<sup>th</sup> Street, Omaha, Nebraska 68138

Telephone 402-444-6222 • Field Offices in Blair, Tekamah, Walthill and Dakota City



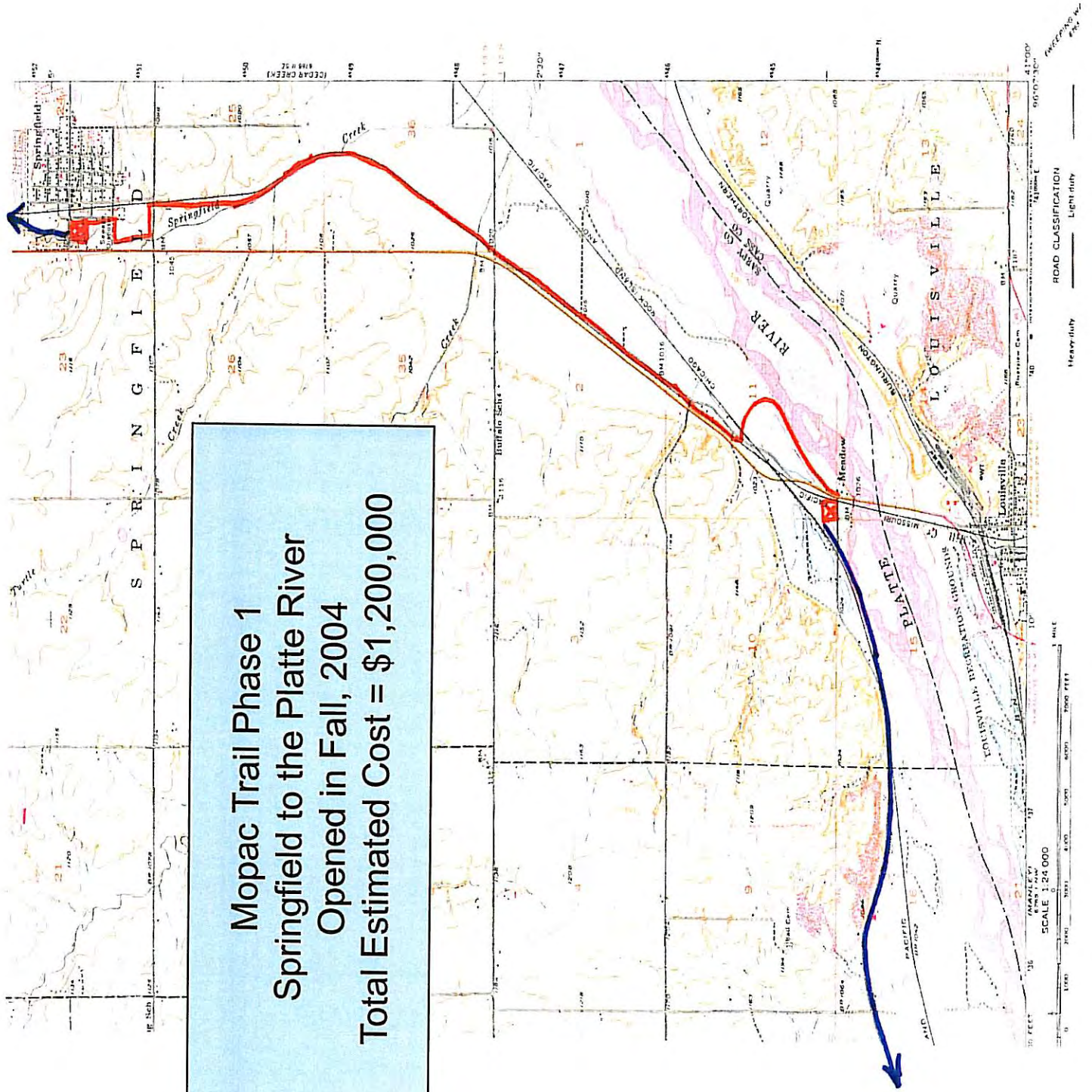
3-9-06



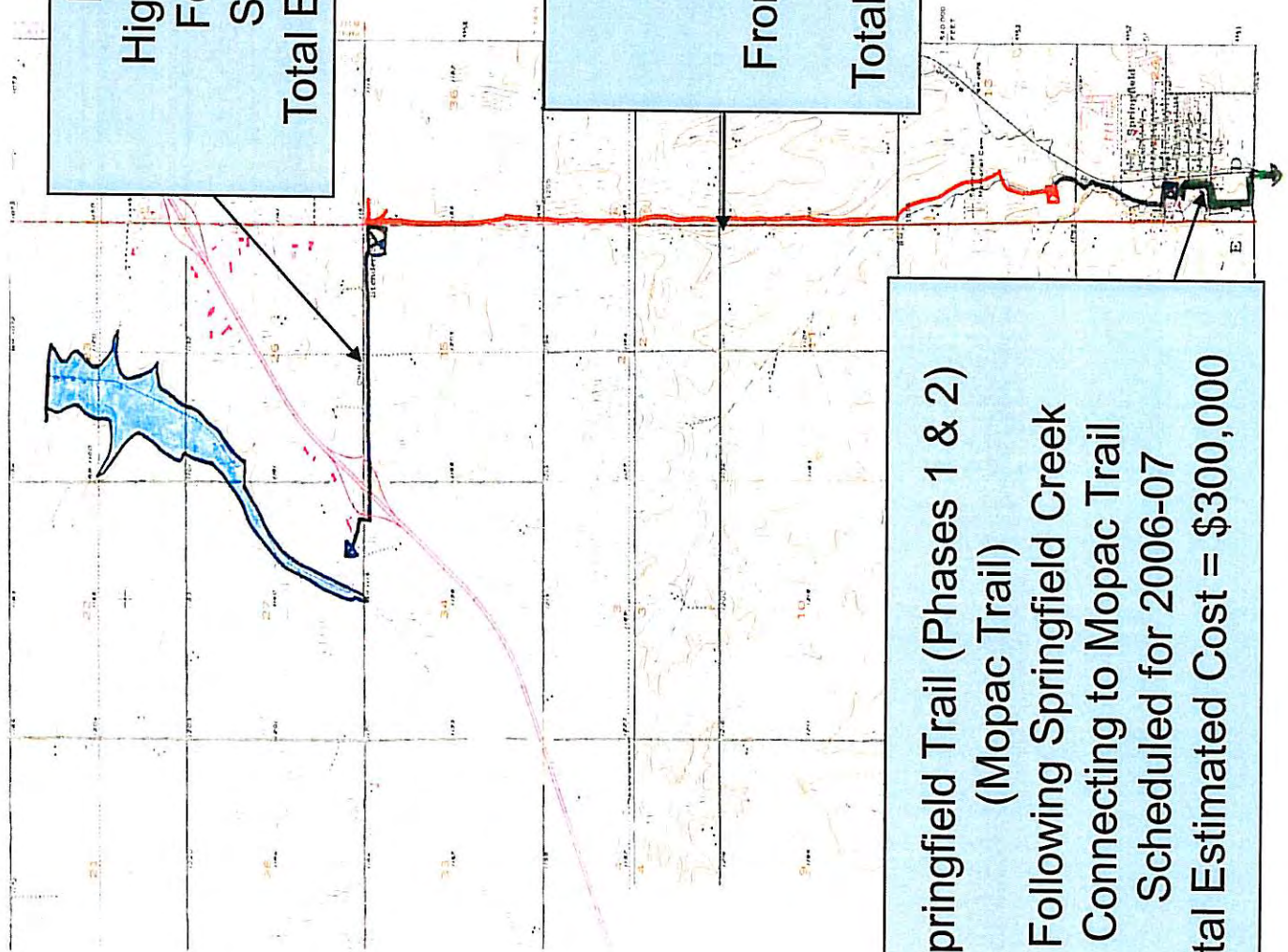
Mopac Trail Phase 2  
Highway 50 to the Lied Bridge  
Following Highway 31  
Scheduled for construction in 2007  
Total Estimated Cost = \$1,700,000



Mopac Trail Phase 1  
Springfield to the Platte River  
Opened in Fall, 2004  
Total Estimated Cost = \$1,200,000







Mopac Trail Phase 4  
Highway 50 to Chalco Hills  
Following Highway 370  
Scheduled for 2007-08  
Total Estimated Cost = \$750,000

Mopac Trail Phase 3  
Springfield North Project  
Following Highway 50  
From Springfield to Highway 370  
Scheduled for 2006-07  
Total Estimated Cost = \$1,200,000

Springfield Trail (Phases 1 & 2)  
(Mopac Trail)  
Following Springfield Creek  
Connecting to Mopac Trail  
Scheduled for 2006-07  
Total Estimated Cost = \$300,000

# Lied Bridge to Omaha Trail

## Estimated Costs \* :

Platte River Trail	\$1,500,000
Mopac Trail	1,200,000
Platte River Trail Phase 3	1,200,000
Platte River Trail Phase 4	750,000
Springfield Trail	<u>300,000</u>
Total	\$4,950,000

\* Transportation Enhancement Funds not yet applied.

To: Potential Consultants

From: Marlin J. Petermann, Acting General Manager

Date: August 4, 2006

Subject: **Request for Proposals – Mopac Trail (Hwy 50 to Chalco Hills)**

Your firm is requested to submit a proposal for professional engineering services necessary to plan, design, and construct the Mopac Trail following Nebraska Highways 50 and 370 to the existing trail in Chalco Hills Recreation Area. The trail will be located primarily within existing Department of Roads right-of-way. Elements of the project will include:

- Mopac Trail, approximately 2 miles in length, ten feet wide, concrete surface, meeting AASHTO and ADA guidelines.
- Box Culverts under highway on-ramps (4)
- Preparation of legal descriptions (limited)
- Landscaping.
- Construction engineering services, including contract administration and observation services.

The District intends to apply for Transportation Enhancement funds for this project, therefore, close cooperation with the Nebraska Department of Roads will be necessary.

The following information (in a form of your own choosing) needs to be included with your proposal:

- General overview of your approach to the project
- Firm name, address, telephone numbers, and e-mail addresses.
- Year firm was established and former names.
- Types of services for which the firm is qualified.
- Names of Principals of the firm and the states in which they are registered.
- Names and resumes of the personnel you expect to utilize on the project, including the education, experience, and years with the firm.
- Specific contact person (telephone number and e-mail address)
- Outside consultants you intend to utilize.
- List of similar projects on which the firm was the primary consultant, including references.



A subcommittee of District Directors and staff will be responsible for reviewing and evaluating the proposals for these services. Subcommittee members are listed below:

Rich Jansen, Chairperson  
John Conley  
John Schwope  
Dorothy Lanphier  
Rick Kolowski  
Marlin Petermann, Staff  
Gerry Bowen, Staff

Final selection will be according to the following schedule:

- August 4, 2006                      Mail RFP to consultants.
- August 6, 2006                      Advertise RFP in newspaper.
- August 23, 2006                     Deadline for proposals.
- September 12, 2006                Subcommittee selects firms for interviews.
- September 13, 2006                Notify finalists of interview date and time.
- September 28, 2006                Subcommittee interviews finalists.
- September 29, 2006                Notify first choice firm to provide draft scope of services, schedule, and cost estimate.
- November 7, 2006                  Subcommittee negotiates contract with first choice firm.
- November 9, 2006                  Board of Directors adopts Subcommittee recommendation to enter into contract with selected firm.

Please submit **seven (7) copies** of your proposal to the District no later than **4:00 p.m. on Wednesday, August 23, 2006** for consideration.

Inquiries relating to this RFP may be addressed to Gerry Bowen or Marlin Petermann at 444-6222.



Chalco Hills  
Recreation Area

Existing Trail

Box Culvert

Box Culvert

Box Culvert

Box Culvert

Existing Trail

Mopac Trail (Hwy. 50 to Chalco Hills)

NORTH ↑





Engineers

Surveyors

Planners

Trail Enthusiasts

PAPIO-MISSOURI RIVER  
NATURAL  
RESOURCES  
DISTRICT



[www.papionrd.org](http://www.papionrd.org)

# Mopac Trail

(Hwy 50 to Chalco Hills)

August 23, 2006

LRA Trails Mix

A Lively Combination Of



Energy, Enthusiasm, & Experience



**Lamp, Rynearson & Associates, Inc.**

14710 West Dodge Rd  
Omaha, NE 68154

Ph: 402.496.2498  
Fax: 402.496.2730

**Terracon**

thiele  
geotech  
inc **TG**

ATTACHMENT 14



# Project Approach



The Lamp, Ryneanson & Associates (LRA) Team is the perfect fit for the design of the Mopac Trail from Highway 50 to Chalco Hills. The "LRA Trails Mix" which includes teammates Terracon for Environmental Studies and Thiele Geotech for Geotechnical Investigations, has the comprehensive blend of abilities needed to handle the design challenges of this project. Our team includes members with years of experience in all aspects required by this project, including civil design, traffic engineering, survey, environmental and soils engineering, and construction administration as well as the aesthetic component supplied by our landscape specialist. The team's vast background in landscaping and planning, hydraulics and hydrology, trail design, and experience in coordinating projects with the Nebraska Department of Roads Transportation Enhancement Program total a seamless solution for the Papio-Missouri NRD. LRA is currently completing the design of the Hay Market Trail in Lincoln for the Lower Platte South NRD using the latest edition



of the "Guidelines for Project Development," which were published in April 2006.

Designing box culverts, dams, and bridges are part of the day-to-day activities for LRA. As a civil engineering firm, we are often selected for complex projects requiring solid

structural know-how. Projects representing one or all of the structures required are:

- Qwest Center Omaha and related riverfront improvements
- Shadow Lake (a large Sarpy County residential subdivision) and many other residential projects including Linden Estates and Pine Creek
- Wick's Southpointe (a commercial property that abuts the Mopac Trail property)
- Stone Creek (residential subdivision and golf cart paths)

The LRA Team has significant experience working in the area of the proposed trail route. We are presently coordinating the layout and design of the intersection of N-370 and Sapp Brothers Drive with the NDOR (Nebraska Department of Roads). Communication and coordination are essential so that planned improvements being designed will mesh with the NDOR's

Project	Culvert(s)	Dam	Bridge(s)
96th Street Improvements	X		X
Aksarben Business & Education Campus			X
Hy-Yee 50th & Center	X		
Linden Estates	X	X	X
Miller's Landing	X		X
Newport Landing (Bennington Lake)	X	X	X
Riverfront Improvements	X		
Settler's Creek	X		
Shadow Lake	X	X	
Stone Creek	X		X

Box Culverts, Dams, and Bridges Project Table



planned signal and roadway improvements along N-370 at the I-80 ramps and to the west of this area. Through this process, we have become intimately familiar with the planned lane configurations and traffic signal configurations at the ramps and at Sapp Brothers Drive, which may be at grade crossings for the Mopac Trail. We know and understand the issues to be faced on this project and are well positioned to respond.

LRA has also completed projects in the past for some of the landowners along the proposed route, and have established valuable lines of communication with these stakeholders. These relationships will prove beneficial when dealing with adjacent landowners regarding Mopac Trail project concerns.

The "LRA Trails Mix" has extensive knowledge of the planned improvements along N-370 to the west of I-80. Scott Austin, the Senior Project Manager for our team, was also the project manager for the preliminary and functional design of N-370 from I-80 to Gretna for the NDOR. He knows the details of the design for the planned 4-lane divided highway. Again, our team is ready to use this knowledge to assist the Papio-Missouri NRD in developing and coordinating the trail alignment along N-370. We are ready to "hit the trail running!"

We will work closely with the Papio-Missouri NRD staff and directors to develop a trail and overall project that meet the goals and budget of the Papio-Missouri NRD. Intermediate quantity and cost estimates will be completed during the design process to make certain that the project is staying within budget. We will meet with the NRD to discuss any potential "budget busters" or constraints. Communication will be key in this process.



The "LRA Trails Mix" is available and has the workload capacity to accomplish the requirements of this project. We are energized about the opportunity to work with the Papio-Missouri NRD on this "out of the ordinary", challenging project. We will commit the people, time and resources necessary to meet all the Papio-Missouri NRD's and NDOR's milestones for funding and design of this project.

## Approach: Options & Challenges

### Trail Alignment Options



As the "LRA Trails Mix", in conjunction with the Papio-Missouri NRD and the NDOR, begins research, additional options, in addition to the following three, will be considered.

#### Option #1

This trail alignment option follows the path suggested by the Papio-Missouri NRD in the Request for Proposals document. This alignment includes a catchment basin (pond that would prevent silt/roadway spills from leaching into a lake) on the NRD property with provisions for the trail to cross the existing channel. Four box culverts will be constructed as underpasses to safely move trail users under the on and off ramps of I-80 and Highway 50. The trail will be placed in state right-of-way property along Highway 370 and Highway 50 and join the existing portion of the Mopac Trail made of rock chip. (Please see the attached graphic outlining Option #1)

#### Option #2

Trail Alignment Option #2 is similar to Option #1 in that the trail is placed in the Highway 370 right-of-way property. However, this alignment does not utilize culvert underpasses at the on and off ramps at I-80 and Highway 50. Instead, signalized crosswalks will safely and

Mopac Trail





# Project Approach



efficiently move trail users across these ramps. These crosswalks and pedestrian signals will be minor changes to these intersections because a signal already exists at Highway 50 and the ramps on the south side of N-370. The NDOR plans to install signals at both intersections of the I-80/370 ramps in the near future. (Please see the attached graphic outlining Option #2)

## Option #3

Option #3 is similar to Options #1 and #2 as it also travels primarily along Highway 370 in state right-of-way. A special approach taken in this option is the use of one large culvert to pass under I-80. This large culvert allows for the separation of pedestrians and bicycles from automobiles at the I-80 on and off ramps. State right-of-way is used for the trail path. This alignment also utilizes an at-grade crossing at Highway 50. (Please see the attached graphic outlining Option #3)

## Trail Design Option Evaluation Process

The trail alignment options that are chosen to be developed will be evaluated to

Challenges	LRA Experience
Right-of-way requirements and impacts	X
Safety concerns	X
Traffic	X
Trail underpasses	X
Trail pavement	X
Signal modifications and improvements	X
Drainage impacts and structures	X
Utility impacts	X
Landscaping features and trail amenities	X
Structure modifications	X
Fencing	X

Team experience with various challenges.

determine the most feasible trail alignment for final design. The various improvements and characteristics associated with each alternate will be evaluated and costs and impacts for each will be determined.

A decision matrix will be prepared to help in the overall evaluation of the various trail options. Costs will be developed for each construction item based upon LRA's vast knowledge of construction practices and issues. We will use our network and association with numerous general and specialty contractors in the greater Omaha area to complete a thorough and accurate estimate.

The decision matrix will provide a clear and concise picture of all of the items to be considered in the decision making process. An easy-to-understand and logical format will assist in making a logical assessment. Not only will the matrix put a dollar value on the proposed improvements, but it will also include the intangible items associated with the option. These options might not have a cost value tied to them. These intangible items include such things as user experience, safety, security, and aesthetics.

(Please see the attached decision matrix example.)

Based upon the matrix, LRA will recommend a trail alignment. A report will summarize the findings of the analysis and will be presented to the Papio-Missouri NRD for review. We will meet with the Papio-Missouri NRD to discuss the findings. Following review, we will move forward to final design, with the alternate design selected by the district.



## Why Choose the "LRA Trails Mix"?

"LRA Trails Mix" team members are trail enthusiasts in our professional and personal lives. Our team members spend time walking, running and cycling these trails. We directly benefit from the end result; a safe, enjoyable place to exercise and spend quality time with friends and family.

Our team members volunteer personal efforts in support of trails and trail events. We help with trail projects and cleanup efforts, and volunteer to speak at trail conferences. We have volunteers who serve on Omaha By Design and Watershed by Design committees. We are willing to assume roles of responsibility for trail projects in support of our community.



**Brett Wawers, speaking at the trail-marking system dedication.**

LRA, through its association with the Northwest Rotary Club, has been instrumental in establishing the trail-marking system in the Omaha Metro area. We have donated numerous manhours to surveying the locations of the markers. We also coordinated the production of the markers.

Our projects often start with a "blank canvas." Our clients know us as the "go to" firm for being able to envision the potential of any given site. We learn by "walking the land, feeling the dirt". At LRA we listen to the message the land evokes. We design spaces that respond to a site and drive activity. Whether it's cycling safely along a trail, fishing in a lake, strolling through a college campus, or shopping at an outdoor mall, our land planners take joy and pride in transforming a space into a welcoming, dynamic place. Imagining

the possibilities, brainstorming ideas that match expectations and doing it all within realistic construction goals and costs is our structured approach.

Our team members are talented individuals who enjoy using their creativity to figure out new ways to accomplish old challenges. Our options work because we have experienced and overcome the same type of obstacles before. We take many aspects into consideration before we begin a project, such as beauty, user experience, security, accessibility, efficiency, and cost.

This project fits well into the overall system of trails in the region. It is an important piece of pedestrian transportation that connects Omaha to Lincoln and the surrounding states. How exciting to be part of this enormously important link!

The "LRA Trails Mix" views this 2-mile section of the Mopac Trail as a key element to:

- Tie the City of Omaha with the City of Lincoln
- Play an important role in the completion of the Quad States Trail, connecting Nebraska, Iowa, Missouri, and Kansas

Uniting the required disciplines – civil engineering, structural engineering, traffic engineering, survey, geotechnical engineering, environmental engineering, and landscape design is the beginning of the list of strengths we bring to this project. We know the area and work well with the Papio-Missouri NRD and the NDOR. We know the "in's and out's" of working with local stakeholders.

We are trail users, trail enthusiasts, trail volunteers! The "LRA





## Project Approach



**Corporate Cycling  
Challenge Group Photo**

Trails Mix" will provide energetic, creative solutions.

Trails make a lasting impression within each and every community. LRA's purpose statement is "To leave a legacy of enduring improvements to our communities while perpetuating our company for future generations." We want to continue our trails work while fulfilling our organization's motto. We want to provide opportunities for health, fitness and recreation for future generations by leading the improvements to the Mopac Trail.



## Project Team

***LRA contributes to the communities in which we work. We believe so strongly in this principle that our company purpose statement is: "To leave a legacy of enduring improvements within the community."***



### **Lamp, Rynearson & Associates, Inc.**

Founded in 1959 by Don Lamp and Bill Rynearson, Lamp, Rynearson & Associates quickly became widely known and greatly respected for thorough civil engineering and accurate surveying. Lamp, Rynearson & Associates (LRA) has evolved in size and scope since launching the firm.

Our services center on civil engineering, land development, redevelopment, survey, and construction administration. Land planning, urban planning, and landscape architecture are integral components in delivering a creative, feasible project.

We believe a focus on sustainable design is important. We owe our clients new, creative, sustainable approaches as options to benefit both our client and our community. LRA has 4 LEED certified employees.

Innovation is the standard at LRA. We stay ahead of the rapidly evolving technological advancement of the engineering profession such as civil



3D software and the newest surveying techniques. Animated 3D visualizations assist clients by creating virtual tours of a project before the first spade of earth is turned. GIS (Geographic Information Systems) and erosion control monitoring play a significant role in project development and implementation.

Headquartered in Omaha, Nebraska, LRA is committed to planning and designing better communities. With 100 talented men and women providing services to clients across the country, LRA offers leadership in all phases of a project. Clients include city, county, state and federal government agencies, private developers, industries, utilities and commercial ventures.

The team members of LRA strive to keep customers satisfied by their attention to detail, schedule timeliness, and budget accountability. We realize our firm's reputation depends on client approval. This philosophy is followed in every project performed by LRA. We are committed to integrity, honesty, and ethics. We search for creative and innovative solutions for clients. LRA contributes to the communities in which we work. We believe so strongly in this principle that our company purpose statement is: "To leave a legacy of enduring improvements within the community."

LRA projects range in size and type; from large public projects such as the Qwest Center Omaha and related riverfront improvements to the planning and design of residential subdivisions. Redevelopment projects such as Aksarben Village and Mutual of Omaha are currently in the



**Lamp, Rynearson & Associates, Inc.**





## Project Team

planning/design stages. Regardless of the kind of project, LRA offers leadership throughout all phases, including survey, planning, development, landscape architecture, design, and construction administration. Clients include city, county, state and federal government agencies, private developers, industries, utilities, and commercial enterprises. Most of LRA's work is for returning clients, a solid indicator of the level of professional service they consistently provide.

LRA team members are dedicated, experienced individuals who bring enthusiasm and a desire for excellence that has distinguished our work for many years. Our extensive experience in working with the city and local government on projects has helped to develop knowledgeable processes that assist in managing projects from preliminary design through final acceptance.

### **Thiele Geotech, Inc.**

Thiele Geotech, Inc. is a consulting engineering firm specializing in geotechnical, material, and environmental engineering. The firm was founded in 1996 on the principles of client service and quality engineering practice. In its first ten years, the firm worked on over 4,300 individual projects. The company principals draw from close to 100 years combined experience on thousands of projects in these fields.

Thiele Geotech, Inc. (TG) provides a complete package of geotechnical consulting services. The firm operates its own drilling equipment, and can drill and sample using flight or hollow stem augers

to depths of 100 feet. This drilling fleet of six drill rigs includes state of the art direct-push technology as well. The in-house soils laboratory can conduct a wide range of tests to evaluate engineering properties of soils. The engineering staff is experienced with geotechnical analysis of projects ranging from multi-story office buildings, commercial and industrial facilities, bridges, airfields, highways, railroads, land developments, dams, and other earth structures.

Materials testing is performed by experienced certified technicians (ACI, NICET, ICBO, and NDOR) working under the direct supervision of registered professional engineers. TG can provide complete quality control testing services for earthwork, asphalt, concrete, and structural steel construction. Thiele Geotech, Inc. is an AASHTO Materials Reference Laboratory accredited facility. Our accreditation is for soils, aggregates, bituminous mixtures, bituminous materials, and concrete. In addition, Thiele Geotech, Inc. participates in the AASHTO Reference Sample Program.

Thiele Geotech, Inc. performs a broad range of environmental services. The firm and its professional staff are experienced in Phase I and II Environmental Site Assessments, which are performed in conjunction with real estate transactions. The firm also conducts site assessments for contaminated industrial and commercial facilities, develops and designs remedial strategies to clean contaminated soil and ground water, and provides environmental drilling services throughout the Midwest.

At Thiele Geotech, Inc., you will find

thiele  
geotech  
inc **TG**





## Project Team

***Terracon Mission  
Delivering Success for  
Clients and Employees***

***Terracon Vision  
We continue to view  
our company as a vital  
and growing consulting  
firm of engineers and  
scientists, providing  
multiple related service  
lines to clients at local,  
regional and national  
levels. All of our  
services are delivered  
on a timely basis with  
consistently high value  
and attention to clients  
needs.***

single-source support for your project requirements. Success with TG comes through knowledge, teamwork, and a service-oriented approach to any project challenge. With a repeat business ratio over 95 percent, Thiele Geotech, Inc. can demonstrate its reputation for outstanding service and results.

### **Terracon**

Terracon is a dynamic and growing consulting firm providing multiple related service lines to clients at local, regional and national levels. Our services are delivered on a timely basis with consistently high value and attention to client needs. Services include:

- Geotechnical
- Environmental
- Construction Materials
- Facilities

Since 1965, our employee-owned firm has delivered success for clients and employees. We help our clients succeed in their business ventures by effectively executing projects, controlling costs and managing risk. Our clients appreciate this approach, and they know that we intend to be with them for the long term.

Terracon provides services on thousands of projects each year. Our culture, systems and structure enable us to excel at both small and large projects. By combining our national resources with specific local area expertise, we consistently overcome obstacles and deliver the results our

clients expect.

Whether you do business down the street or across the country, we offer a variety of related services through a national network of more than 80 offices to meet your single- or multi-site needs. Our responsiveness, high quality deliverables, practical solutions and competitive fees afford clients with an easier way of doing business that saves time and money.

# Terracon





**Project Assignment:**  
Project Principal  
/ Construction  
Administration Manager

**Name of Firm:**  
Lamp, Rynearson &  
Associates, Inc.

**Education:**  
B.S. / Civil Engineering  
and Construction  
Management

**Active Registrations:**  
Professional Engineer /  
Nebraska

**Trails & Community  
Involvement:**  
2005 Nebraska Trails  
Conference Guest Speaker  
/ Sioux City, Iowa

Project Director/Manager  
Volunteer, Rotary Trials  
Metro Omaha Centennial  
Marking Project

Project Director/Manager  
Volunteer, Rotary Trials  
Council Bluffs Trail Marking  
Project

2005, 2006 Boys Town  
Booster President

## **Brett, Wawers, P.E.** **Project Principal / Construction Administration**

Team building, organization, frequent communication, and handling details are just a few of Brett Wawer's talents. Brett is experienced in all phases of construction administration, including construction observation, contract administration, coordination of construction staking and testing, and acting as an owner/contractor liaison. Brett tackles all issues as they arise, keeping projects and people moving forward.

Brett's 20+ years of project experience include bridges, trails, grading, sanitary and storm sewers, cast-in-place concrete structures, water mains, streets, parking lots and airfield paving, running track surfacing, and athletic fields. In addition, he has design experience for land development, airports, sanitary and storm sewers, and paving projects.

Brett enjoyed his work on the Qwest Center Omaha and Riverfront Improvements, such as the Riverfront Trail, the Lewis and Clark Park, and Miller's Landing. He said, "I have been so fortunate in my career to work on a project that has changed Omaha forever. The "front door" to our city has never looked better! It was so rewarding."

### **Selected Project Experience:**

**Rotary Trails Metro Omaha Centennial Marking Project** – Brett served as Project Principal and managed the Construction Administration duties on this Nebraska Rotary Club project, which involved mapping an entire trail network in Sarpy and Douglas County, and placing markers every tenth of a mile along the trail routes to aid in emergency response and pedestrian convenience. An estimated 75 miles of trails were surveyed and marked using aerial interpretation to digitize the trails. Twenty informational signs were designed, constructed and placed on the trails.

**Qwest Center Omaha and Riverfront Improvements** – Brett coordinated and managed a team of civil, structural, mechanical, and electrical engineers, architects and landscaping architects on this phenomenal city-altering project. He served as Project Construction Engineer for the realignment of Abbott Drive, public street paving from 6th to 14th Street and Capitol to Abbott Drive, twenty intersections, paving and storm sewers. The Martin Luther King, Jr. Pedestrian Bridge, a visually pleasing connector from the riverfront to the Qwest Center Omaha, also fell under Brett's construction administration responsibilities.

**Ak-Sar-Ben Business & Education Campus** - Brett's experience as a Construction Engineer for roadway projects includes a \$1.5 million widening and overlay of Pacific Street, 63rd to 70th Streets, and widening of a bridge over the Papio Creek. In addition, Brett was the Construction Engineer for the sanitary and storm sewers, installation of 38,000 SY of 8" PCC pavement, and the three-span, pre-stressed concrete bridge.





**Project Assignment:**  
Senior Project Manager,  
Transportation

**Name of Firm:**  
Lamp, Rynearson &  
Associates, Inc.

**Education:**  
B.S. / Civil Engineering

**Active Registrations:**  
Professional Engineer/  
Nebraska, Iowa, Kansas,  
Wyoming

**Trails & Community  
Involvement:**

BRAN (Bicycle Ride Across  
Nebraska) Participant,  
2005 & 2006

2005 Corporate Cycling  
Challenge participant

2006 Corporate Cycling  
Challenge, LRA Team  
Member

2006 Cornhusker State  
Games Century Ride  
participant

Omaha Pedalers Bicycle  
Club member

## **Scott Austin, P.E. Senior Project Manager**

As Senior Project Manager, Scott Austin is responsible for project management, quality assurance, and construction management for civil and transportation projects. He has over 25 years of professional engineering experience overseeing the completion of designs and contract documents for a variety of civil related projects, including site development, roadway, and interchange projects. Signature projects he has worked on include the City of Lincoln Public Way Corridor Study for Lincoln, the Reconstruction of West Dodge Road from 140th Street to 152nd Street in Omaha, and 84th Street between "F" Street and "L" Street, also in Omaha.

Scott is an avid cyclist and brings an important perspective to the MOPAC Trails project – one of a trails user and engineer. Scott has worked on numerous trails projects including:

- Keech Park Site Improvements (Lincoln)
- River's Edge Pedestrian/Bike Trail (Sioux City)
- Bike Trail and Lake Improvements, Moraine Hills State Park (McHenry County, Illinois)
- Meadow Lane Park Channel Improvements (Omaha)
- Ashland Bike Trail, Lower Platte South Natural Resources District (Ashland)
- Haymarket Ball Park Trail (Lincoln)

## **Selected Project Experience:**

**West Dodge Road (U.S. Highway 6) Between 140th and 152nd Streets, Omaha, Nebraska** – Scott served as project manager to the Nebraska Department of Roads for the final design plan packages for the construction of a six-lane divided roadway on the portion of the West Dodge Road Expressway (U.S. Highway 6), located between 140th and 152nd Streets, including the design of two interchanges and the improvements of 1,500 feet of 144th Street and approximately 1,000 feet of 150th Street.

**84th Street Between "F" Street and "L" Street, Omaha, Nebraska** - Scott served as project manager for this project, which was completed for the City of Omaha. Design services included the widening of 84th Street between "F" Street and "L" Street from a four lane section to a five-lane section to accommodate a center shared left turn lane. The design included a traffic and feasibility study to determine the intersection improvements at "F" and "L" Streets, and to determine the overall project improvements. The final design included the preparation of the plans and specifications to widen 84th Street by six feet on each side and the overlay of the existing pavement.





**Todd Whitfield, L.S.**  
**Survey Manager**

Todd Whitfield has been with LRA since 1994. He is experienced in numerous areas of land surveying services, including ALTA surveys, boundary surveys, construction surveys and topographic surveys. Todd also has extensive experience in the use of electronic total stations, global positioning systems, and the uploading, downloading and processing of electronic information. His responsibilities include coordination of land surveying requirements with numerous project parties, including architects, contractors, engineers, legal counsel and real estate representatives. Todd also provides consultation to clients on land surveying issues. His project experience includes construction layout of the runway extension at Omaha's Eppley Airfield, various State of Nebraska Department of Roads projects, design of drainage and roadway improvements for the City of Council Bluffs, IA, and various private projects.

**Project Assignment:**  
Survey Manager

**Name of Firm:**  
Lamp, Rynearson &  
Associates, Inc.

**Education:**  
A.S. / Civil Engineering

**Active Registrations:**L.S.  
/ Nebraska, Kansas

**Trails & Community  
Involvement:**  
Pony Express Rider and  
Rodeo Team Roper, raising  
donations for Easter Seals

**Selected Project Experience:**

**Rotary Trails Centennial Marking Project** – With Todd as Survey Project Manager, LRA was selected by the Omaha Rotary Clubs to tackle a special project to celebrate their Centennial. The project involved mapping an entire trail network in Sarpy and Douglas County. The Rotary Clubs felt a need to have markers placed on every tenth of a mile along the trail routes, which would aid in emergency response and be more convenient to the public who use the trails. An estimated 75 miles of trails were surveyed using aerial interpretation to digitize the trails.

**MAPA** - Todd served as the Project Manager for Survey for this team including Horizon's Inc. This project involved providing ground control survey in support for the aerial mapping portion of the project that was used for GIS applications for a regional council of governments. This included Pottawattamie and Mills County in Iowa, and Washington, Douglas, Sarpy and Dodge counties in Nebraska.

**BNSF (Cass County)** -Todd served as Survey Project Manager on this project in which LRA worked with HDR to provide aerial target control and location data for 35 miles of BNSF railway, for design of a second mainline track. LRA also performed additional ground topographic survey of ten miles of railroad track right of way, and provided HDR with a profile and cross sections.

**96th Street** - Todd supervised field survey crews for the design topographic survey and boundary information required by Lamp, Rynearson Engineers to properly design the new 96th Street extension and create right of way acquisition documents.





## **Graham Frank, E.I.** **Project Engineer**

Graham Frank is a Project Engineer for LRA's Land Development division. Graham began work with LRA in 2003 shortly after obtaining his degree in civil engineering from the University of Nebraska. His work has included all facets of engineering project development; cost estimates, preparation of contracts, permitting and construction administration.

Graham's interest in trails springs from a lifetime of cycling and running on trails. This interest has developed through an opportunity to study trail design in an independent study at the university. As a civil engineer, Graham has had the recent opportunity to help design a trail marking system that will allow emergency response teams to locate troubled trail users in the Omaha Metro Area.

In 2004, Graham spent a year in India, volunteering his talents as an engineer to help provide clean water and sanitation for those who are in desperate need. Projects Graham worked on abroad included hospitals, orphanages, schools, and a drug rehabilitation center, among others.

### **Selected Project Experience:**

**Rotary Trail Markers** - As usage of the recreation trail system increased, timely emergency responses were an issue of concern. The Omaha Rotary Clubs made it their goal to install 750 markers and 20 signs on all 75 miles of recreational trails in the Omaha Metro Area. Mile markers have been incorporated into the 911 system so emergency responders can immediately pinpoint the location of an emergency or accident, providing safety for thousands of people who use the trails.

Graham served as Project Engineer on this project for the Rotary Clubs, helping in the development of the trail markers and laying out the marking system for the entire metro Omaha area. He coordinated the manufacturing and the installation of the markers and signs.

**Design Projects** - Graham has served as Project Engineer on several residential subdivision, site design, and recreation design projects. His responsibilities have included designing grading, public improvements and construction administration. Some of the projects Graham has worked on include the following:

#### **Subdivisions**

Five Fountains Subdivision and  
Recreational Trail  
Cheyenne Country Estates  
Subdivision

#### **Site Designs**

Tivoli Lot 8 - Hampton Inn  
Sandoz Elementary School  
Commercial Federal Business Park  
Trail Design

#### **Recreation Design Projects**

City of Council Bluffs Trail Markers  
Boys Town Baseball Field

### **Project Assignment:** Project Engineer

**Name of Firm:**  
Lamp, Rynearson &  
Associates, Inc.

**Education:**  
B.S. / Civil Engineering

**Active Registrations:**  
Engineering Intern /  
Nebraska

**Trails & Community  
Involvement:**  
Panel Speaker on Trail  
Safety - 2006 National  
Trails Symposium,  
sponsored by American  
Trails

Exhibited LRA Trail  
Marking Project - 2004  
National Trails Symposium,  
sponsored by American  
Trails

LRA Coordinator - Shramm  
Park cleanup project,  
including rebuilding a  
section of trail

Metro Omaha Trails  
Coordination Group  
Member





## **John Hill, P.E.** **Structural Engineer**

John Hill has extensive experience in design and analysis of roadway bridges, including concrete slab, prestressed concrete, steel bridges and reinforced concrete boxes. His design experience includes preliminary, final, superstructure, substructure and emergency repair design. John has also designed various structures, including improved box inlets, box culverts, modular block retaining walls, concrete cantilever retaining walls, brick-veneered concrete walls, and flag and light pole bases. He has further experience in hydrology, hydraulics, scour analysis for bridges, bridge repairs and widenings, bridge inspections and bridge rail design.

John and his family enjoy weekend bicycle rides on the metropolitan trails system – a favorite route takes them to Wehrspann Lake.

**Project Assignment:**  
Structural Engineer

**Name of Firm:**  
Lamp, Rynearson &  
Associates, Inc.

**Education:**  
B.S. / Civil Engineering  
M.S. / Civil Engineering

**Active Registrations:**  
Professional Engineer /  
Nebraska, Kansas

**Trails & Community  
Involvement:**  
2006 Corporate Cycling  
Challenge LRA team  
member

### **Selected Project Experience:**

**Miller's Landing** - John served as Senior Design Engineer for a Con-Span™ bridge with colored concrete, textured headwalls, stone covered pilasters and steel decorative railing. A highlight of the pond included an overlook area with hidden spillway, stone and painted steel railing, and pavers. He was also responsible for the foundation design of several picnic shelters and the covered patio area.

**Mission Park, Park Design** - John's work on this project included the design of a 30' pedestrian bridge, abutments through a wooded area, foundation design of a boardwalk, and a bird-watching overlook through a wetland area.

**Shadow Lake Development** - As Senior Design Engineer, John designed five box culverts including large StoneStrong™ retaining headwalls up to 20' in height. Walls were stained with a 3-part paint scheme to give a look of natural stone. Several other related box culverts were included on the arterials. Other structures included the principle spillways for two lakes, and the related conduits and energy dissipation structures.

**Linden Estates Linear Greenway** - John served as Senior Design Engineer for two pedestrian bridges, water drop structures, lake principal spillway and related culvert headwalls, twin 8'x8' box culvert, and an impact stilling basin. The pedestrian bridges included a 32' bridge over a drop structure and 100' bridge over the waterway channel.





### **Matt Kruse, P.E. Traffic Engineer**

A broad educational background consisting of study in highway geometrics, traffic operations, and transportation planning highlight Matt Kruse's career. Matt completed his thesis work for his master degree under the supervision of Dr. Patrick McCoy at the University of Nebraska-Lincoln. His thesis topic, Advance Detection at High Speed Signalized Intersections, was sponsored by the Nebraska Department of Roads. Findings of this thesis have been implemented on Nebraska State Highways designs. Matt was also involved in analyzing data and preparing final reports for various projects outside of his thesis work.

**Project Assignment:**  
Traffic Engineer

**Name of Firm:**  
Lamp, Rynearson &  
Associates, Inc.

**Education:**  
B.S. / Civil Engineering  
M.S. / Civil Engineering

**Active Registrations:**  
Professional Engineer /  
Nebraska

P.T.O.E., Professional Traffic  
Operations Engineer

Matt's transportation engineering experience includes corridor studies, traffic impact studies, bypass feasibility, campus circulation studies, interchange justification, traffic signal designs, network timing plans, intersection designs, roadway design and rehabilitation, and access management projects. Matt's designs emphasize pedestrian and bicycle friendly plans for roads, intersections and signals. Matt provided trail design for the Platt River Trail and has worked in other civil engineering disciplines including drainage studies, site layouts, grading plans, and erosion control design.

### **Selected Project Experience:**

#### **Alegent Health, Bergan Mercy, and Alegent Health Immanuel -**

Matt worked on both of these Alegent campuses to analyze existing traffic patterns and parking lots. Recommendations were made to improve traffic pattern efficiency. In July 2006, Lamp, Rynearson and Associates and team members, HKS, and Holland Basham and Associates were awarded a \$300+ million contract for improvements to multiple Alegent locations. Matt is the Traffic Engineer for this project.

**Settler's Creek** - Matt led the traffic study and roadway improvements to arterial roads on this large mixed-use development located at 72nd and Cornhusker Road in Papillion. Matt communicated regularly with the City of Papillion and the owner to expedite traffic approvals.

**Connectivity Solutions Manufacturing** - Connectivity Solutions Manufacturing, located at 120th and I Streets, is the former Lucent campus. Matt and the LRA Transportation Department are redesigning existing traffic roadways to accommodate the industrial redevelopment of the campus. Existing buildings will find new uses as numerous tenants begin occupancy. A new roadway will be redesigned from 120th to 132nd for I Street. New traffic signals will be installed. Newly designed road alignments will maintain access to existing retail stores (Sam's Club, Wal-Mart, Home Depot) during construction. Matt coordinated communication among the City of Omaha, project owners and stakeholders.





## **Paula Suda, ASLA, LEED AP Landscape Designer**

Focusing on client objectives with an emphasis on sustainability come spontaneously to Paula Suda. Working with the natural topography of the land to enrich and enhance a project's possibilities "is what planning and landscape design is all about". Paula listens to the client to understand project desires, and responds with original options.

Site design, artistic renderings, graphics, and landscape design are some of the creative talents Paula brings to her clients at LRA. Environmental awareness is a passion of Paula's. She attended a 6-month program at The Ecosa Institute and also worked under the leadership of Pliny Fisk, a driving force in the sustainable design movement. While a student at Ball State University, Paula co-founded "Students for a Sustainable Campus." As a LEED Accredited Professional and Landscape Designer, Paula works diligently to incorporate principles of sustainable design into her plans.

### **Selected Project Experience:**

**Bellevue University Landscape Plan** - The new Administration Building under construction at Bellevue University is designed to accommodate student enrollment growth, as well as assist in providing a "walkable" campus. Large pedestrian walkways, trails, a stream, and hardscapes will present a new feel to the Bellevue campus. The new plan met with immediate approval from Bellevue University officials, who were impressed by LRA's ability to take an idea, embellish it, and make it a reality.

**Castaway Pointe** - Plattsmouth, Nebraska will be home to a new marina community, Castaway Pointe. When the developer approached LRA, the existing marina needed updating. The Planning Team at LRA looked at the site and expanded the project's scope and vision. A newly redesigned marina will be the cornerstone of the community. Surrounding it will be a strong residential component, including condos, single-family housing, townhomes, and riverside cottages. Retail developments and a restaurant round out this enjoyable addition to the Plattsmouth area.

**Mission Park, 2nd Addition** - This project includes a new addition to the residential subdivision at 180th & Harrison Streets in southwest Omaha. Paula played an important role in the design of a trail for Mission Park, which will connect the homes in the subdivision to the south end of the park.

**Shadow Lake** - Two lakes, a school site, and green space draw new residents to the Shadow Lake subdivision located between 84th Street and 72nd Street in Papillion. Paula was instrumental in the preliminary designing stage of the trails, which will run through the residential area of the subdivision.

### **Project Assignment: Landscape Designer**

**Name of Firm:**  
Lamp, Rynearson &  
Associates, Inc.

**Education:**  
B.L.A. / Landscape  
Architecture

Brownfields Redevelopment  
Workshop

**Active Registrations:**  
LEED Accreditation  
(Leadership in Energy and  
Environmental Design)

Associate ASLA (American  
Society of Landscape  
Architects)

### **Trails & Community Involvement:**

Member of LRA's "Green  
Taskforce"

Volunteer, Shramm State  
Park Trail Renovations





**Stacey L. Froscheiser**  
**Wetland Biologist/NEPA Scientist**

Stacey is a wetland biologist and NEPA Scientist in Terracon's Omaha, Nebraska office. Her experience includes formal wetland delineation, National Environmental Policy Act (NEPA), and Section 7 Consultation for Endangered Species Act (ESA). She has consulting experience with Federal and State agency coordination, as well as 404 Permit, US Coast Guard Permits, and other environmental permit preparation. Other skills acquired during her 5 years with HDR Engineering, Inc include project initiation (setting scope of work and budget), environmental task management, and early agency coordination/public relations.

**Project Assignment:**  
Wetland Biologist/NEPA  
Scientist

**Name of Firm:** Terracon

**Education:**  
B.S. / Environmental  
Sciences and Natural  
Resources,

**Active Registrations:**  
Wetland Delineation –  
Wetland Training Institute

FHWA Endangered Species  
Act (ESA) Workshop

**Affiliations:**  
Society of Wetland  
Scientists

**Selected Project Experience:**

**Nebraska Department of Roads, Statewide Wetland Delineation Contract, Nebraska** - Stacey conducted statewide wetland delineations and assisted in the data preparation of information gathered through the wetland delineations under contract with the Nebraska Department of Roads.

**Nebraska Department of Roads I-680 Wetland Delineation, Nebraska** - Stacey performed formal wetland delineation and jurisdictional determination services for NDOR on I-680 on the Pacific Street Bridge (between Center and Dodge ST) and Fort Street, Irvington and Fort Street Bridge, in Omaha. Data was presented in a Wetland Delineation Report with supporting information.

**Nebraska Department of Roads, Wetland Delineation and Section 404 Compliance. Yankton Bridge Environmental Impact Statement, Yankton, South Dakota** - Under contract with the Nebraska Department of Roads, Stacey was on the project team that wrote the Environmental Impact Statement for the existing double-deck Missouri River Bridge located at Yankton South Dakota. Other Project related responsibilities included the wetland delineation and Section 404 Permit application.

**Nebraska Department of Roads and Iowa Department of Transportation. US 34 Corridor Study and EIS (Plattsmouth and Bellevue Bridge Studies), Nebraska and Iowa** - Stacey is approved by the Nebraska Game and Parks Commission to conduct a corridor study for the presence of the western prairie fringed orchid, small white lady slipper orchid, and American ginseng. Ms. Froscheiser's additional responsibilities include drafting several sections of the Environmental Impact Statement (EIS) for both the Plattsmouth and Bellevue Bridge EIS, agency coordination, attending public meetings, and drafting the Biological Assessment of the area for the USFWS.





**Dan Thiele, P.E.**  
**Geotechnical Investigations**

Dan Thiele is a principal and senior engineer for Thiele Geotech, Inc. He has a broad background in geotechnical, material, environmental, and structural engineering. DanThiele has extensive experience in geotechnical and material engineering projects in the Midwest, including airfields, public works, highways, bridges, commercial structures, multi-story office buildings, land developments, dams, and levees.

Dan has managed and supervised hundreds of geotechnical exploration projects. Each project includes coordination and supervision of field boring and sampling activities, development and oversight of a laboratory testing program, and engineering analysis of the soil conditions as they relate to the project.

Through a variety of projects, Dan has developed expertise in geogrid reinforcement of soils. He has designed numerous geogrid reinforced retaining wall systems which utilize segmental concrete facing units. He has also published papers on the topic of bridge approach settlement.

Dan has supervised a wide range of material testing and engineering services. These include construction quality control testing of soil, concrete, asphalt, and other materials. He has also conducted in-place studies of existing structures.

**Project Assignment:**  
Geotechnical Investigations

**Name of Firm:**  
Thiele Geotech Inc.

**Education:**  
B.S. / Civil Engineering  
M.S. / Civil Engineering

**Active Registrations:**  
Professional Engineer /  
Nebraska, Iowa, Missouri,  
Kansas, South Dakota,  
Wisconsin, Illinois,  
Minnesota, Massachusetts,  
Connecticut, Maine

**Professional  
Affiliations:**

American Society of Civil  
Engineers

National Ground Water  
Association

American Concrete  
Institute, Nebraska Chapter

National Society of  
Professional Engineers



Lamp, Ryneearson & Associates, Inc.

## Rotary Trail Marking Project Omaha, NE



*Trail marker in place.*

**Client:**  
Omaha Rotary Clubs

**Point of Contact:**  
Mary Sue Riley  
16468 Pierce Street  
Omaha, NE

**Project Cost:**  
\$150,000

**Completion Date:**  
2006

LRA was selected by the Nebraska Rotary Club to take on a special project to celebrate their Centennial. The project involved mapping an entire trail network in Sarpy and Douglas County. The Rotary Club felt a need to have markers placed on every tenth of a mile along the trail routes, which would aid in emergency response and be more convenient to the public who use the trails.

An estimated 125 miles of trails were surveyed using aerial interpretation to digitize the trails. From the aerials, LRA was capable of mapping 60% of the trail network, and GPS was used to map the remaining areas. In addition, LRA included any obstructions along the trails that would prohibit emergency response vehicles from arriving at their destination. This would aid the 911 dispatchers in giving the EMT's (Emergency Medical Technicians) the quickest route to the emergency.

This project was of high public interest due to the recreational use of the trails and the prospect of receiving faster emergency response. Coordination with various local officials and emergency response technicians was required throughout the course of the project. Construction Administration was also provided.

### **Fast Facts:**

- No other Metro area has such a system in place
- GPS data collection used
- 125 Miles of trails

### **Marker installation.**



### **Trail info center below.**





Lamp, Ryneearson & Associates, Inc.

## Qwest Center Omaha and Riverfront Redevelopment, Omaha, NE



**Trail along riverfront marina.**



**Qwest Center pedestrian walk way.**

### Qwest Center Omaha and Riverfront Redevelopment

Omaha, NE

Client:  
City of Omaha

Point of Contact:  
Tim O'Bryan  
Public Works Dept.  
1819 Farnam Street, 6th Floor  
Omaha, NE 68102-0601  
(402)444-5220

Project Cost:  
\$105 million

Dates:  
2000-2006

Early in 2000, LRA was selected by the City of Omaha to provide design and construction administration services for infrastructure improvements associated with the new \$281 million Omaha Convention Center/Arena. Working as a leader and coordinator with the multi-disciplined design team, LRA developed a Master Plan for the 120-acre site and surrounding redevelopment areas. The team included subconsultants in the areas of landscape architecture and master planning, event traffic management, parking facilities, demolition, and geotechnical, mechanical/electrical and environmental engineering.

LRA responsibilities included master plan preparation, platting, demolition and site grading, storm sewer, sanitary sewer, public streets and parking lots, and utility

coordination. LRA's services included hydrologic/hydraulic analysis, design and construction administration for the major trunk sewers through the Qwest Center Omaha site which serve as the downstream link for sewer separation in the Burt-Izard basin.

The site-grading plan was designed to accommodate temporary floodwater storage and minimize off-site borrow. To achieve the best results, LRA conducted a hydrologic analysis of the five-square-mile urbanized watershed area that drains through the project site.

LRA also designed extensive sewer improvements, including a large trunk storm sewer providing additional capacity for areas in northeast Omaha subject to basement flooding. Part of the solution included the design of a separate sanitary sewer system and pumping facilities to low drainage during periods of high water on the Missouri River. This storm sewer involved the largest precast pipe ever constructed in the city of Omaha.

**Miller's Landing park connecting riverfront trail system.**





## Subdivision Trails & Connector Trails



**Linden Estates  
Omaha, NE**

This project involved the design and construction of infrastructure for the development, which includes 200 upscale houses on 3/4- to three-acre lots. Integrated into the development was a storm water detention facility/pedestrian greenway which called for the creation of 4.2 acres of wetlands. The linear greenway received the 1998 Engineers Excellence Honor Award from the American Consulting Engineers Council of Nebraska.

The award winning design of the Linden Estates 2nd addition Linear Greenway is a combination storm water detention \wetlands enhancement \pedestrian trail area, located between 132nd and 144th Streets in Omaha.

**Client:**  
**Horgan Development**

**Project Cost:**  
**\$10,500,000.00**



**Southwind Apartments  
LaVista, NE**

The Southwind residential and multi-family upscale housing community is located in LaVista, NE. LRA engineers were responsible for sanitary and storm sewers and paving. In addition, a wetlands and connecting trail to green area required enhancement and maintenance.

LRA construction engineers and observers were on-site during construction as liaisons to the SID and Southwind Land Corporation to provide quality assurance throughout the construction process.

Coordination with the owner, architect, contractor and utility companies was essential for a successful completion of the project.

**Client:**  
**SID 200 of Sarpy County**

**Project Cost:**  
**\$3.6 million**



**Newport Landing  
Bennington, NE**

Newport Landing is one of the largest earth-moving projects ever in the state of Nebraska, and is a one-square-mile residential development and flood control project. The project included design and construction administration of 3.5 miles of County arterials and State Highway 36, including grading, earthwork, planning and profiles, storm sewers, cross-sections, topographic survey, a one mile earthen dam, a 300-acre lake and Papio Channel improvements.

This project was the winner of the NSPE (Eastern Chapter) 2002 Engineering Excellence Award.

**Client:**  
**Horgan Development**

**Construction Cost:**  
**\$3.5 million**



Lamp, Rynearson & Associates, Inc.

## Subdivision Trails & Connector Trails



### Shadow Lake Papillion, NE

Two lakes (Shadow and Midlands Lakes), a school site, and green space draw new residents to the Shadow Lake subdivision located between 84th Street and 72nd Street in Papillion. Shadow Lake has 748 residential lots, a future elementary school site, 16 acres of commercial development, and over 120 acres of lake, trails and park area.

Lamp, Rynearson & Associates, Inc. provided land planning, landscape design, civil engineering, construction administration, survey, and even a 3D visualization to assist in bringing this large subdivision to life for the City of Papillion planning board.

**Client:**  
John Torczon & Jerry Torczon

**Project Costs:**  
\$3.8 Million



### Elk Ridge, Omaha, NE

Elk Ridge is a 200-acre community development consisting of a variety of residential lots, including Vistas, Villas, and Estates. Senior living includes independent living and assisted senior living areas. Adjacent to this site is a business park.

This beautifully planned area provides a recreational lake and dam site spanning 60 acres, with an intertwining trail and lush green landscapes designed by our in-house landscape architecture design team.

Elk Ridge has a large housing development that required a large amount of work in state ROWs. It was imperative to keep all sediment from entering the roadways at any time due to safety and liability issues.

**Client:**  
Dial Realty Corporation

**Project Costs:**  
15 Million



### Aksarben Village Omaha, NE

Situated in the heart of Omaha, adjacent to a thriving intersection and the City of Omaha's Keystone Trail winding along the Papio Creek, Aksarben Village will be a welcome addition to this locale. The Aksarben (Nebraska spelled backwards) racetrack and arena was home to thoroughbred horse racing for 75 years. When Aksarben ceased horse racing in 1995, the property was ripe for redevelopment. The first phase, the Aksarben Business and Education Campus, is well underway. Aksarben Village is an ideal adjunct to the first phase, which accommodates growth for the University of Nebraska at Omaha and corporate campuses.

**Client:**  
Noddle Development

**Project Costs:**  
16 Million

## Stone Creek Omaha, NE



**Golf course cart path.**

**Client:**  
Horgan Development

**Date of Work Completed:**  
2002

LRA was selected to design this 490-acre residential subdivision including a 27-hole golf course. The subdivision is comprised of 641 single-family residential lots, a church/school lot, a park site lot and 27-hole golf course. The goal was to design premium lots abutting the golf course to suit the taste of the golfing enthusiast and homeowner alike.

LRA was responsible for the design, surveying and construction administration of all public improvements. LRA coordinated its design efforts closely with the golf course architect and developer to achieve a development that offers a distinctive residential community combined with exceptional recreational amenities.

This project included water clarity ponds, box culverts, golf cart tunnels under the subdivision entrances, retaining walls, and concrete slab bridge that had a modular block wall lined channel and cart path under the bridge.

### **Fast Facts:**

- 490 Acres
- 27 hole golf course
- Recreational amenities



**Golf cart underpass.**



Terracon

## Riverfront Walking Trail St. Joseph, Missouri

**Client:**  
Beringer Ciacchio Dennell  
Mabrey  
1015 North 98th Street,  
Suite 300  
Omaha, NE 68114

**Contact:**  
Mr. David Ciacchio  
(402) 346-8754

**Project Managers:**  
Scott G. Miller, E.I.  
David C. Jordan, P.G.

**Fee:**  
\$28,000

**Date:**  
2002

**Highlights:**  
Environmental  
Assessment  
Geotechnical Analyses  
Construction Testing

Terracon conducted environmental, geotechnical and construction testing services on the St. Joseph Riverfront Bicycle and Pedestrian Trail. The trail extends approximately 1.2 miles along the banks of the Missouri River and connects a recreational sports complex to Riverfront Park near downtown St. Joseph, Missouri. The trail was constructed with 10-foot-wide, concrete pavement with raised wooden walkways over wetland areas. Short segments of side trails were constructed to observation platforms overlooking wetlands and the Missouri River. The trail is aesthetically pleasing and provides educational and recreational opportunities to the community of St. Joseph.

Terracon prepared a NEPA Document for evaluation of environmental impacts. The project included the identification and impact evaluation to four jurisdictional wetlands. Two of the wetlands are stream crossings that required US Corps of Engineers and US Coast Guard approvals for a structure over navigable waterways. Innovative wetland improvements were approved as the mitigation technique for the other wetland impacts. The trail crossed two landfills (a C&D landfill and a CERCLIS site with hazardous waste) which involved EPA comment and approval. An historic properties study required by State Historic Preservation Program included documentation of previous soil disturbance and near-surface assessment activities. Threatened and Endangered Species evaluation specified preservation of mature trees in riparian habitat. The study concluded that no adverse effects to human health or the environment were

anticipated.

Geotechnical services for the project included the completion of nine 5-foot deep borings along the trail, two 15-foot deep borings in the proposed elevated walkway areas, and two borings to depths of about 20 and 40 feet in the location of the Roy's Branch Creek bridge. Support for the bridge is provided by driven steel piles. Access for completion of the borings was limited and as such, many of the shallow borings were completed using hand-augering methods. Site preparation recommendations were somewhat extensive due to the presence of widespread rubble fill and unsuitable soils.

Terracon also provided the construction-phase material testing observation services for the project for the General Contractor. Construction-phase services included observation of the removal of existing rubble fill, trail subgrade preparation, and compaction testing of new structural fill. Terracon personnel also provided full-time observation services, including concrete testing and reinforcing steel observation, during installation of the deep foundation elements for the overlook structures and pedestrian bridge.

**Terracon**



# Infrastructure Feasibility Study West Bypass, North Platte, Nebraska



**Client:**  
The Schemmer  
Associates  
Lincoln, Nebraska

**Contact:**  
Mr. Bruce  
Michaelson  
(402) 488-2500

**Project Manager:**  
David Jordan, PG

**Date:**  
2003

**Fee:**  
\$11,000

## Highlights:

- Environmental Evaluation for Fatal Flaws
- Land Use Impacts
- Flood plains / Floodways
- Water Quality
- Wetlands

**Background.** The City, County and NDOR wanted an evaluation of possible alignments for a bypass roadway that would help relieve traffic congestion from Highway 83, which is the main route through North Platte, and would not interfere with the Union Pacific railroad yard.

**Project Synopsis.** The purpose of the feasibility study was to provide information regarding potential environmental concerns along each of the roadway alignments. This information was used to rank the alignments regarding environmental concerns, and could be used to preclude one or more of the alignments as a feasible option. Terracon contacted applicable federal, state, and city agencies and businesses to provide initial comment and concerns regarding potential environmental, social, and economic impacts for construction of a West Bypass roadway in North Platte. Terracon also provided an evaluation of the existing wetland areas, parks and public lands such as Wildlife Refuge Areas. A summary of the responses received were documented in a report used as part of the feasibility study. The alignments evaluated are as follows:

- Buffalo Bill Avenue Alignment consists of approximately 2.2 miles of new roadway construction from Leota Street southward across the South Platte River and Interstate 80 (I-80) to State Farm Road.
- Lakeview Boulevard Alignment consists of approximately 3.5 miles of roadway construction from Front Street southward across the South

Platte River and I-80 to State Farm Road. This alignment is on a section line, one mile west of Buffalo Bill Avenue and includes an approximate 0.5-mile segment of an existing paved road. Otherwise, no roadway exists along this alignment.

- Homestead Road Alignment consists of approximately 3.5 miles of roadway construction from Front Street southward across the South Platte River and I-80 to State Farm Road. This alignment is on a section line, one mile west of Lakeview Boulevard and includes approximately 2.9 miles of existing gravel or paved roads. A bridge exists over I-80 on this alignment. No roadway exists for a distance of approximately 0.6 miles near the South Platte River.
- Front Road (a.k.a. Birdwood Avenue) Alignment consists of approximately 3.0 miles of roadway construction from U.S. Highway 30 southward across the Union Pacific Railroad tracks, South Platte River, and I-80. This alignment is on a section line, three miles west of Homestead Road and includes approximately 1.0 mile of gravel or paved roads. Otherwise no roadway exists.



**Terracon**



## Thiele Geotech Relevant Experience



Thiele Geotech, Inc. has performed numerous geotechnical explorations for trail projects. In addition, retaining wall design and construction phase testing services were provided on various trail projects as well. Several relevant projects that Thiele Geotech, Inc. has been involved in include the following:

- MOPAC Trail & Bridges, Springfield to Louisville (2003) - Sarpy County, Nebraska.
- MOPAC Trail Bridge, 84th St. (1998) - City of Lincoln, Nebraska.
- Chalco Hills Connector Trail – Wehrspann Lake (2001) - Sarpy County, Nebraska.
- Standing Bear Lake Trail & Bridge, 132nd St. & Fort St. (2005) - City of Omaha.
- Ralston Trail Bridge, 84th St. & Serum Avenue (2005) - City of Ralston, Nebraska.
- Fort Calhoun Trail Bridge, County Rd. 34 and Madison St. (2005) - Fort Calhoun, Nebraska.
- Riverfront Trail North, Pershing Dr. north to NP Dodge Park (2001) - Omaha, Nebraska.
- Back to the River Trail – Downtown Omaha river wall (1996) - Omaha, Nebraska.
- Bellevue Loop Trail, Phase III, 25th St. and Highway 370 (2000) - Papillion, Nebraska.
- Keystone Trail Phase IV, 72nd & Mercy Rd. to 48th & Cornhusker Rd. (1996) - Omaha, Nebraska.
- Keystone Trail Phase V, 48th & Cornhusker Rd. to 25th and Highway 370 (1998) - Sarpy County, Nebraska.
- Big Papio Trail, 60th & Harrison to 76th and L St. (1997) - Omaha, Nebraska.
- Halleck Park Trail, retaining wall under the 84th Street bridge (1998) - Papillion, Nebraska.
- Deerfield Lions Bike Trail, 16th and Park Streets to Aspen St. (2002) – Blair, Nebraska.
- Boxelder Creek Pedestrian Bridge, 149th and B St. (2002) - Omaha, Nebraska.
- Murdock Trail, trail crossing over 84th Street (1998) - Lincoln, Nebraska.



## Thiele Geotech Relevant Experience



### **Chalco Hills Connector Trail Sarpy County, Nebraska**

Thiele Geotech, Inc. completed a geotechnical exploration and performed construction phase quality control testing for this connector trail near 144th and Giles Road. This recreational trail is nearly 1 mile long, and connects the 144th Street trail to the trail around Wehrspann Lake. This work included test borings, laboratory analysis, and a report of design recommendations. Construction of the project was completed in 2001.

### **Riverfront Trail North Omaha, Nebraska**

In February of 2001, Thiele Geotech, Inc. completed a geotechnical exploration study for the Riverfront Trail North located along Pershing Drive in Omaha, Nebraska. The project consists of the construction of a riverfront trail along the eastside of Pershing Drive from the Dodge Park area to approximately 600 feet south of Florence Boulevard. The trail is 10 feet wide and covered with concrete pavement. Retaining walls up to 6 feet in height are located in several areas along the trail. In addition, a 75 feet long steel truss bridge was constructed in Dodge Park over a drainage channel and wetlands. The trail is located in floodplain and alluvial terrace areas along the Missouri River. Appreciable trees and dense vegetation exist along the trail with moderate to steep slopes present in the terraced areas. Thiele Geotech, Inc. is currently conducting an additional geotechnical exploration study on Phase II of more trail sections connecting south to Levi Carter Park. In addition, Thiele



Geotech, Inc. is providing construction phase materials testing for the downtown trail area as well as the Riverfront Trail North area.

### **Back to the River Trail Omaha, Nebraska**

Thiele Geotech, Inc. conducted a geotechnical feasibility study for the Downtown Omaha river wall segment of the Back to the River trail. An existing flood protection wall in the downtown area complicated preliminary design of this trail segment. Conflicts on the river side of the wall required that the trail be placed on the land side, where the existing 10 feet tall wall would obstruct the river view. The feasibility study considered different methods to elevate the trail, including an embankment placed against the river wall and an elevated bridge type walkway. Analysis focused on stability and movement of the flood wall as well as foundation support for bridge foundations. Construction on the land side of the wall was also complicated by an existing rail corridor, and segmental retaining walls were evaluated under the embankment option to retain the slope and reduce the right of way requirements. This study was completed in 1996.





**Thiele Geotech**

## **Thiele Geotech Relevant Experience**



### **Big Papio Trail Omaha, Nebraska**

Thiele Geotech, Inc. performed construction phase quality control testing for the segment of the Big Papio Trail running from near 60th & Harrison in Seymour Smith Park northwest to 76th and L Street. Thiele Geotech, Inc. performed compaction tests on embankments, subgrades, and retaining wall backfill. In addition, while with another firm, Mr. Thiele conducted the geotechnical study for the project, including test borings and design recommendations. Mr. Thiele provided subgrade preparation requirements and design criteria for embankments and retaining walls. The project was completed in 1997.

### **Bellevue Loop Trail, Phase III Papillion, Nebraska**

Thiele Geotech, Inc. conducted a geotechnical exploration for phase 3 of the Bellevue Loop Trail. This trail segment connects the Bellevue Loop to the Keystone Trail near 25th Street and Highway 370. TG provided geotechnical recommendations for the trail section that runs along either side of the flood control levee, and for heavy-duty pavements to provide field access for adjacent property owners. Thiele Geotech also designed a segmental retaining wall at Betz Ditch. Construction phase material testing services will also be provided. Construction was completed in 2000.



### **Halleck Park Trail Papillion, Nebraska**

Thiele Geotech, Inc. designed a segmental retaining wall required to route this recreational trail under the 84th Street bridge in downtown Papillion. Construction phase material testing services were also provided. Construction was completed in 1998.

### **Keystone Trail Phase IV Omaha, Nebraska**

Thiele Geotech, Inc. performed construction material testing for Phase IV of the Keystone Trail, running south and southeast from 72nd and Mercy Road to 48th and Cornhusker Road. This included compaction testing of pavement subgrade, structural fill, and other earthwork. Geotechnical consultation was also provided on various aspects, including bridge piling installation. This project was completed in 1996.



## References

### **Jerry Torczon**

BHI Development, Inc.  
11205 South 150th Street  
Suite 100  
Omaha, NE 68138  
402.592.6942

### **Jay Noddle**

Grubb & Ellis Pacific Realty  
1125 South 103rd, Suite 450  
P.O. Box 24169  
Omaha, NE 68124  
402.496.1616

### **Bob Horgan**

Horgan Development Company  
13215 Birch Drive  
Suite 103  
Omaha, NE 68164  
402.498.8800

### **Mary Sue Riley**

Rotary Trails of Omaha  
16468 Pierce Street  
Omaha, NE 68130  
402-333-1235



# LRA Trails Mix

## A Lively Combination Of



Energy, Enthusiasm, & Experience



# Mopac Trail

(HWY 50 to Chalco Hills)



Project Principal  
Brett Wawers, P.E.

## LRA Trails Mix

A Lively Combination Of



Energy, Enthusiasm, & Experience



Senior Project Manager  
Scott Austin, P.E.



Surveyor Manager  
Todd Whitfield, L.S.



Project Engineer  
Graham Frank, E.I.



Landscape Designer  
Paula Studa, ASLA, LEED AP



Structural Engineer  
John Hill, P.E.



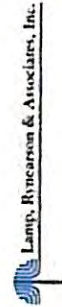
Traffic Engineer  
Matt Kruse, P.E. P.T.O.E.



Geotechnical Investigations  
Dan Thiele, P.E.



Environmental Studies  
Stacey Froscheiser





# Site Map





# Direct Route



- Future Improvements



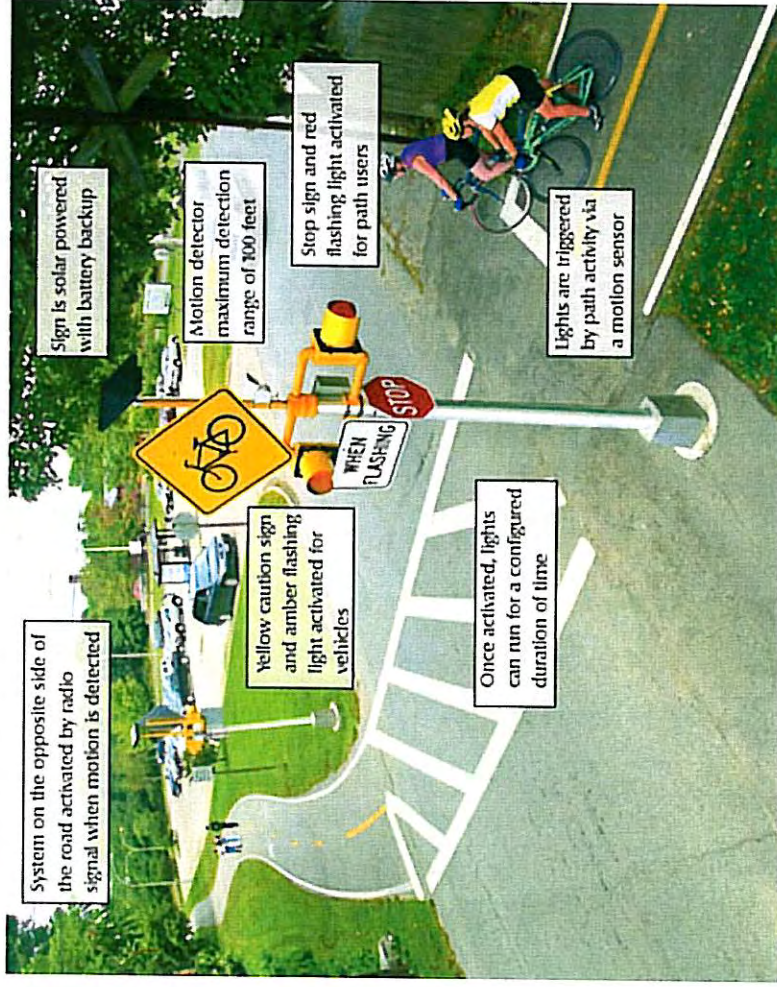
# Direct Route



- At Grade Crossings
- Safety Challenges



# Safety



Cross Alert Systems, Inc.





# Direct Route



- Trail Constructed in State ROW
- Direct Route



# Direct Route



- Trail Crossing at HWY 50



# Direct Route Highlights

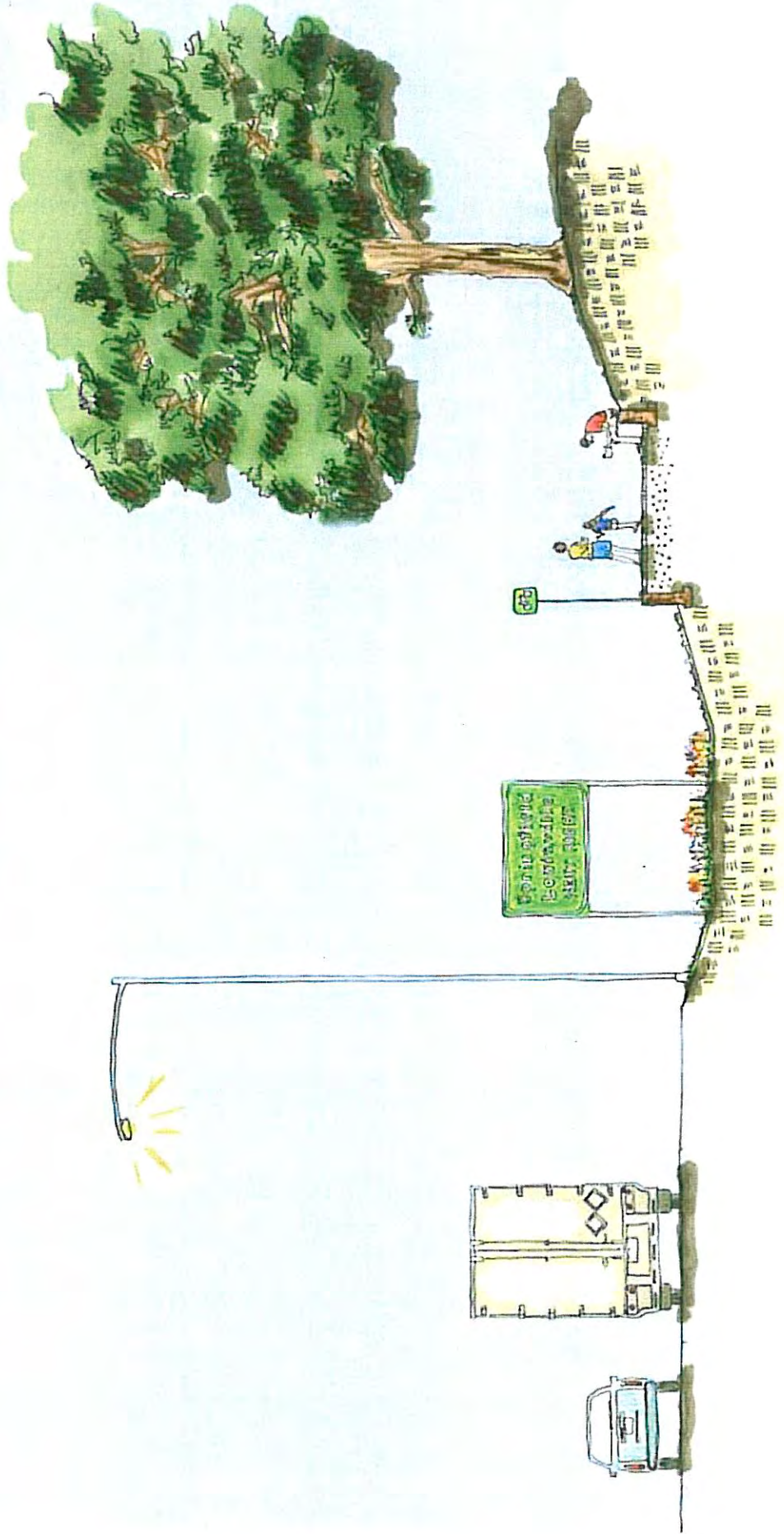


- Safety challenges
- Uninspiring user experience
- + Direct route
- + Minimal right-of-way acquisition





# Vision



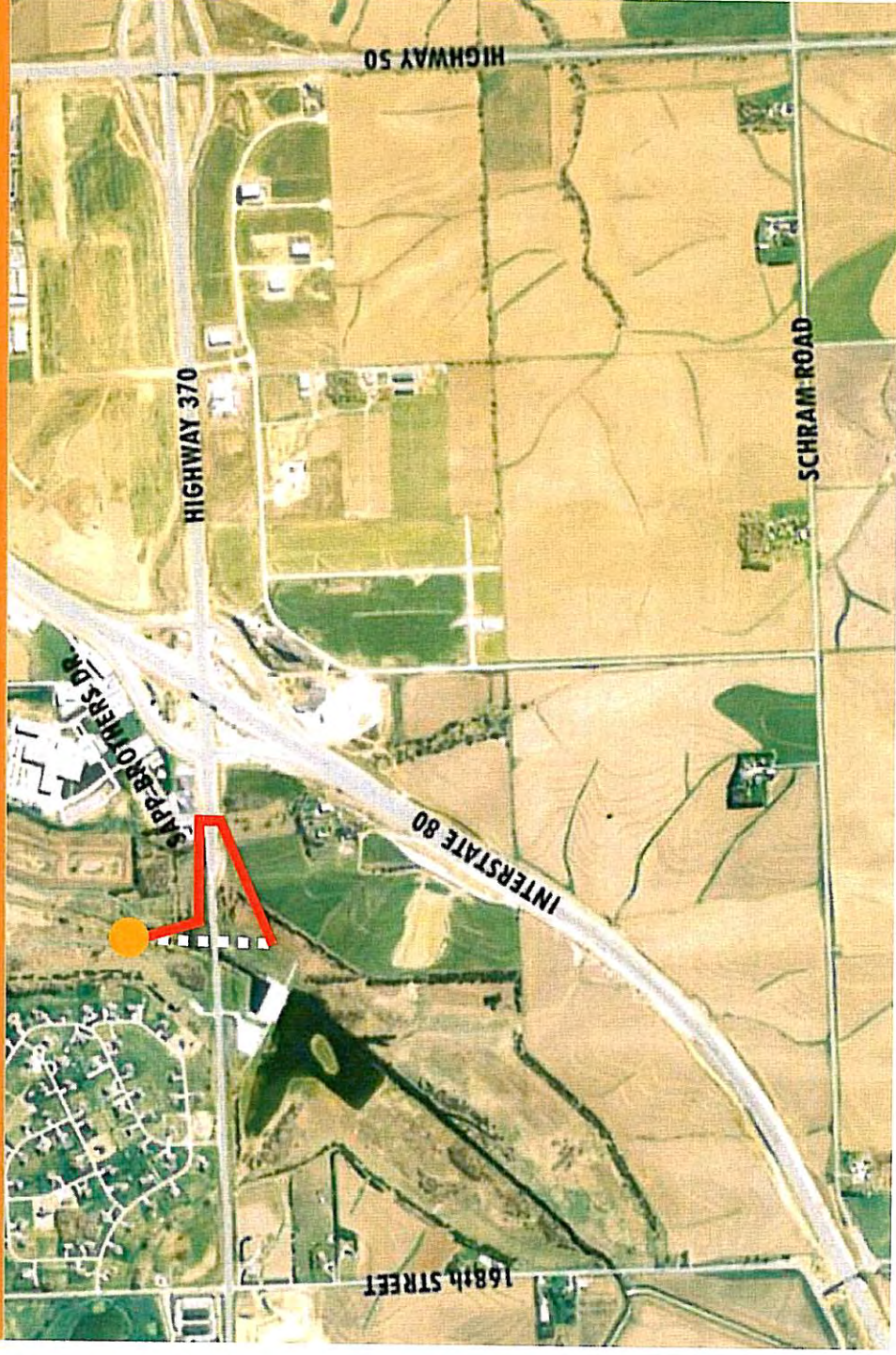


# Site Map





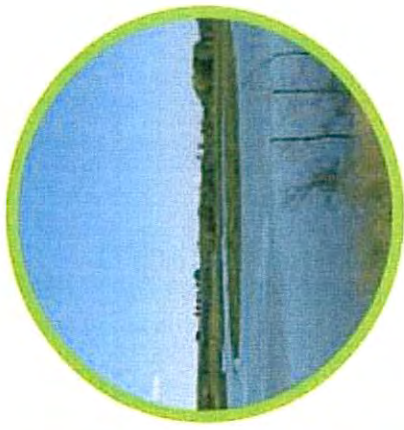
# Scenic Route



- Future Improvements



# Scenic Route



- Use of NRD Property



# Scenic Route



- I-80 Overpass



# Scenic Route



Rock Chip Surface



- Easement Acquisition Along Schram



# Scenic Route



- Trail Crossing at HWY 50



# Scenic Route Highlights



- Easement acquisition
- Rock chip trail
- + Concrete trail constructed by SID's
- + Great user experience - tranquil and safe ride
- + Direct access from trailhead parking lot to trail





# Vision





# Budget Tracking



- Establish project budget with NRD
- Periodic cost estimates during the design process
- Frequent meetings with NRD staff
- Close monitoring of project budget



# Our Mission



“Leaving a Legacy of Enduring  
Improvements within the Community”



# Questions & Answers



## LRA Trails Mix

*A Lively Combination Of*



Energy, Enthusiasm, & Experience



# Routes



Scenic Route

Direct Route



FILE COPY

PAPIO-MISSOURI RIVER  
NATURAL  
RESOURCES  
DISTRICT



8901 S. 154TH ST.  
OMAHA, NE 68138-3621  
(402) 444-6222  
FAX (402) 895-6543  
[www.papionrd.org](http://www.papionrd.org)

September 22, 2006

Mr. R. James Pearson  
Transportation Enhancement Coordinator  
Nebraska Department of Roads  
P.O. Box 94759  
Lincoln, Nebraska 68509-4759

Re: Mopac Trail (Highway 50 to Chalco Hills)

Dear Mr. Pearson:

Enclosed please find the Papio-Missouri River NRD's final application for transportation enhancement funding for the Mopac Trail (Highway 50 to Chalco Hills).

If you have questions, or require additional information, please contact me.

Sincerely,

Gerry Bowen  
Natural Resources Planner

Enclosure

86106 GB:pb file 261

ATTACHMENT 16

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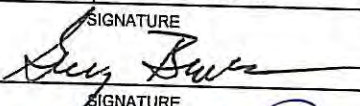

Papio-Missouri River Natural Resources District Board of Directors

Fred Conley • John Conley • Richard Connealy • Tim Fowler • Richard Jansen • Rick Kolowski  
Dorothy Lanphier • Joseph Neary • John Schwoppe • Rich Tesar • Jim Thompson



State of Nebraska  
Department of Roads

## Transportation Enhancement Improvement Request (Final)

<b>1.</b>	AGENCY NAME: <b>Papio-Missouri River Natural Resources District</b>	GOVERNMENTAL AGENCY (Check One): <input type="checkbox"/> Village <input type="checkbox"/> City <input type="checkbox"/> County <input checked="" type="checkbox"/> NRD <input type="checkbox"/> State <input type="checkbox"/> Other		
<b>2.</b>	CONTACT PERSON: <b>Gerry Bowen</b>	FAX NUMBER: <b>(402) 895-6543</b>		
	MAILING ADDRESS: (Street) <b>8901 S. 154<sup>th</sup> Street</b>	CITY: <b>Omaha</b>	STATE: <b>NE</b>	ZIP: <b>68138</b>
	DAYTIME PHONE: <b>(402) 444-6222</b>	E-MAIL: <b>gbowen@papionrd.org</b>		
<b>3.</b>	CONTACT PERSON: (Print Name & Title) <b>Gerry Bowen, Natural Resources Planner</b>	SIGNATURE 	DATE: <b>Sept. 21, 2006</b>	
<b>4.</b>	GOVERNMENTAL AGENCY: (Print Name & Title) <b>Marlin J. Petermann, Acting General Manager</b>	SIGNATURE 	DATE: <b>Sept. 21, 2006</b>	

<b>5.</b>	PROJECT NAME: (Example: Beatrice Big Blue Trail; Neligh Mill Bridge Renovation) <b>Mopac Trail (Highway 50 to Chalco Hills)</b>		
<b>6.</b>	PROJECT DESCRIPTION/LOCATION: (Include location, work to be performed, and attach map) <p>The Papio-Missouri River NRD intends to construct a concrete trail, 10 ft. wide, and 1.5 miles in length adjacent to Nebraska Highways 50 and 370. The trail will connect to existing trails in the Chalco Hills Recreation Area and along the east side of Highway 50. The trail will cross Highways 50 and 370 at signalized intersections, and pass beneath the I-80 on-ramps (box culverts) and beneath I-80 itself. It is intended to be located primarily on state-owned right-of-way. The NRD will provide engineering services for the project.</p> <p>DESCRIBE HOW YOUR PROJECT RELATES TO TRANSPORTATION:          The trail will be one of the final linkages in a trail connecting Omaha and Lincoln via the Lied Platte River Bridge, and various points in between, including Springfield and the Platte River. The trail will also serve as a portion of the national American Discovery Trail.</p>		
<b>7.</b>	PROJECT COST TOTAL: <b>\$1,445,065.00</b>	FEDERAL FUNDS REQUESTED: <b>\$500,000.00</b>	
<b>8.</b>	MATCHING FUNDS PROVIDED BY: <b>\$9,450.65</b>	PERCENTAGE OF MATCH: (Minimum 20% of total) <b>65%</b>	
<b>9.</b>	PROJECT TYPE: (Select One Category) <input checked="" type="checkbox"/> Trails <input type="checkbox"/> Historic Preservation <input type="checkbox"/> Scenic or Historic Byways		



10.	<p>HAVE YOU RECEIVED TRANSPORTATION ENHANCEMENT FUNDS IN THE PAST? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>IF YES, PLEASE LIST ALL PROJECTS FUNDED AND TOTAL DOLLARS RECEIVED: (see attached list)</p>
11.	<p>IDENTIFY IF THIS PROJECT IS PART OF A PLANNING DOCUMENT:</p> <p>The trail is included in the Papio Trails Plan and MAPA's Transportation Improvement Plan.</p>
12.	<p>PUBLIC BENEFITS OF THIS PROJECT:</p> <p>This trail will complete a non-motorized pathway connecting Omaha, Springfield, the Platte River, the Lied Platte River Bridge, South Bend, and eventually Lincoln. In addition to the obvious health benefits, this trail will add to the supply of outdoor recreational opportunities in Eastern Nebraska.</p>
13.	<p>THIS PROJECT IS SUPPORTED BY:</p> <p>MAPA City of Springfield City of Omaha</p>

Attach the following required items:

- Budget
- Map (8½" x 11" only.) Maps of some communities may be obtained from the Department of Roads' Map Sales at (402) 479-4503.
- Resolution
- Environmental Impact Forms (DR Form 275)



Mopac Trail (Highway 50 to Chalco Hills)  
Supplemental Information

10. List all projects funded and total dollars received.

Project Name	Funds Received
1. 1997 – Big Papio Trail (Harrison to L Streets)	\$500,000
2. 1998 – Keystone Trail Phase 5 (Cornhusker to 25 <sup>th</sup> St.)	\$386,000
3. 1999 – Bellevue Loop Phase 3 (25 <sup>th</sup> Street to HWY 75)	\$500,000
4. 2000 – Chalco Hills Connector	\$500,000
5. 2001 – Platte River Connection	\$280,000
6. 2003 – Big Papio Trail Phase 4 (Center to Blondo)	\$500,000
7. 2004 – Mopac Trail (Springfield to Platte River)	\$500,000
8. 2004 – West Papio Trail (Bellevue to Papillion)	\$500,000
9. 2005 – Missouri River Trail (N.P.Dodge Park to Ponca Road)	\$500,000
10.2005 – Platte River Trail Phase 1	\$500,000
11.2005 – Platte River Trail Phase 3	\$500,000



# Environmental Review

Control No.: \_\_\_\_\_

Project No.: \_\_\_\_\_

Location: \_\_\_\_\_

Review Area	Estimated Involvement	Remarks	Reviewed By	
			Initials	Date
1. Project on new alignment	Realignment <input checked="" type="checkbox"/> No <input type="checkbox"/> Minor <input type="checkbox"/> Major			
2. Additional right-of-way required	<input checked="" type="checkbox"/> No <input type="checkbox"/> Minor <input type="checkbox"/> Significant			
3. Any railroad crossings	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes			
4. Airport within ½ mile	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes			
5. Public interest likely to be:	<input type="checkbox"/> Low <input type="checkbox"/> Moderate <input checked="" type="checkbox"/> High			
6. New access control	<input checked="" type="checkbox"/> No <input type="checkbox"/> Partial <input type="checkbox"/> Full			
7. Relocation of persons, businesses, etc., required	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes Estimated No. ....			
8. Any significant stream crossings	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	Bridge or grade stabilization structure necessary in Chalco Hills		
9. Any channel changes required	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes			
10. Section 404 Permit required	<input type="checkbox"/> No <input type="checkbox"/> Possible <input checked="" type="checkbox"/> Yes			
11. Floodplain Permit required	<input checked="" type="checkbox"/> No <input type="checkbox"/> Possible <input type="checkbox"/> Yes			
12. Any wetland involvement	<input type="checkbox"/> No <input checked="" type="checkbox"/> Possible <input type="checkbox"/> Yes	Channel crossing in Chalco Hills and within I-80 right-of-way		
13.	<input type="checkbox"/> No <input type="checkbox"/> Yes			
14.	<input type="checkbox"/> No <input type="checkbox"/> Yes			
15.	<input type="checkbox"/> No <input type="checkbox"/> Yes			

Review Area	Possible Effect			Remarks	Reviewed By	
	None	Minor	Signif.		Initials	Date
16. Air quality	X					
17. Noise quality	X					
18. Energy conservation		X				
19. Landscaping	X					
20. Fish and wildlife	X					
21. Water quality	x					
22. Civil Rights (Minority Involvement)		X				
23. Neighborhood disruption		X				
24. Schools, churches, cemeteries or hospitals	X					
25. Public health and safety			X	Separates motorized and non-motorized traffic.		
26. Economic activity		X				
27. Tax base and property values	X					
28. 4(f) or 6(f) land	X					
29. Historic sites	X					
30. Multiple use of space			X	Trail located within state hwy right-of-way.		
31. Public transportation	X					
32. Prime farmland or irrigation facilities	X					
33.						
34.						
35.						





**MOPAC TRAIL (Highway 50 to Chalco Hills)**

**WHEREAS**, the Papio-Missouri River Natural Resources District (P-MRNRD) proposed to apply for assistance from the TRANSPORTATION ENHANCEMENT PROGRAM for the purpose of constructing a segment of the Mopac Trail; and

**WHEREAS**, the project includes the construction of a hiking/biking trail along Highway 50 to Chalco Hills; and


**WHEREAS**, the P-MRNRD has available a minimum of 20% of the project cost and has the financial capability to operate and maintain the completed facility in a safe and attractive manner for public use; and

**WHEREAS**, the proposed project and supporting documents were made available for public review at a properly announced meeting of the P-MRNRD Board Meeting;

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE PAPIO-MISSOURI RIVER NATURAL RESOURCES DISTRICT**, that the P-MRNRD applies for assistance from the Transportation Enhancement Program for the purpose of constructing the aforesaid trail segment Mopac Trail (Highway 50 to Chalco Hills).

PASSED AND APPROVED THIS 10<sup>TH</sup> DAY OF AUGUST, 2006.

ATTEST:

  
Marlin J. Petermann, Acting General Manager

**Mopac Trail (Highway 50 to Chalco Hills)**  
**Construction Cost Estimate**  
**September 21, 2006**

**TEA-21 Eligible Items**

Item No.	Description	Quantity	Unit	Unit Price (\$)	Total Amount (\$)
1	Clearing and Grubbing	1	LS	\$ 10,000.00	\$ 10,000.00
2	6" Concrete Surfacing	11,750	SY	\$ 25.00	\$ 293,750.00
3	10x121x100 Box Culvert	2	LS	\$ 360,000.00	\$ 720,000.00
4	Seeding	10	Acres	\$ 2,000.00	\$ 20,000.00
<b>Construction Cost Subtotal</b>					<b>\$ 1,043,750.00</b>
	Mobilization		LS	8% Subtotal	\$ 83,500.00
<b>Construction Costs Total</b>					<b>\$ 1,127,250.00</b>

<b>Engineering Costs</b>					
	Preliminary Engineering				\$ 80,000.00
	Construction Engineering/Contingency	14%			\$ 157,815.00
<b>Engineering Costs Total</b>					<b>\$ 237,815.00</b>
<b>Total Project Costs</b>					<b>\$ 1,445,065.00</b>

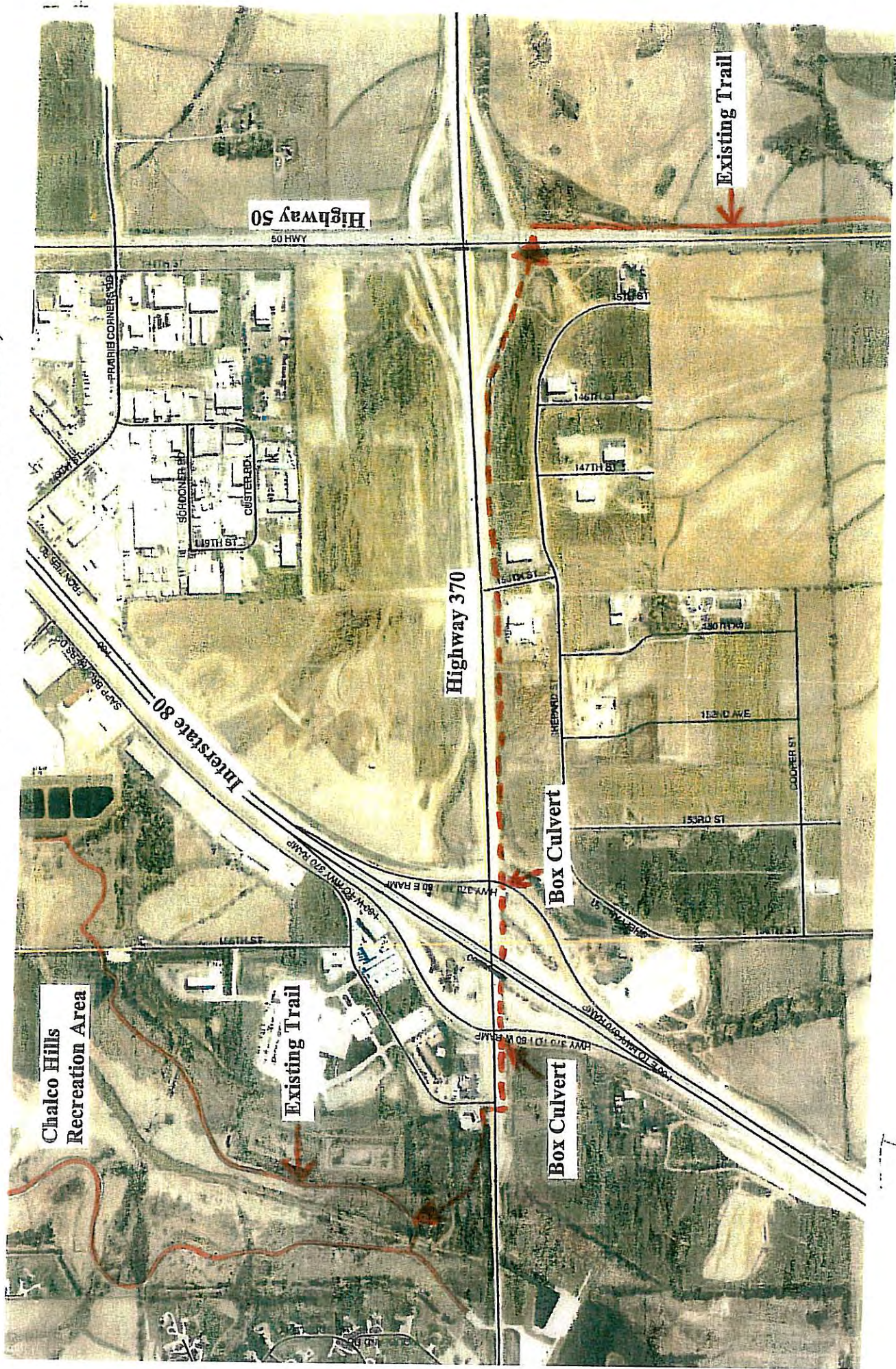
<b>Funding Sources</b>					
	Applicant's In-kind contribution				\$ 80,000.00
	Applicant's Cash Match	65%			\$ 865,065.00
	Federal Funding	35%			\$ 500,000.00
<b>Total Revenues</b>					<b>\$ 1,445,065.00</b>

**TEA-21 Non- Eligible Items**

Item No.	Description	Quantity	Unit	Unit Price (\$)	Total Amount (\$)
1	Signage	1	LS	\$ 10,000.00	\$ 10,000.00
<b>Construction Costs Subtotal</b>					<b>\$ 10,000.00</b>
	Mobilization		LS	8% subtotal	\$ 800.00
	Contingency		LS	10% subtotal	\$ 1,000.00
<b>Constr.Costs Subtotal (Non-TEA-21)</b>					<b>\$ 11,800.00</b>



# Mopac Trail (Highway 50 to Chalco Hills)



North ↑



FILE COPY

PAPIO-MISSOURI RIVER  
NATURAL  
RESOURCES  
DISTRICT



8901 S. 154th Street  
Omaha, NE 68138-3621  
402-444-6222  
[www.papionrd.org](http://www.papionrd.org)

September 17, 2008

Mr. R. James Pearson  
Transportation Enhancement Coordinator  
Nebraska Department of Roads  
P.O. Box 94759  
Lincoln, Nebraska 68509-4759

Re: Mopac Trail (Highway 50 to Chalco Hills)

Dear Mr. Pearson:

Enclosed please find the Papio-Missouri River NRD's final application for transportation enhancement funding for the Mopac Trail (Highway 50 to Chalco Hills).

If you have questions, or require additional information, please contact me.

Sincerely,

Gerry Bowen  
Natural Resources Planner

enclosure

ATTACHMENT 17

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Papio-Missouri River Natural Resources District Board of Directors


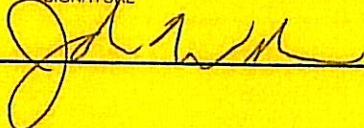
Fred Conley John Conley Richard Connealy Tim Fowler David Klug Rick Kolowski  
Dorothy Lanphier Richard Patterson John Schwope Richard Tesar Jim Thompson  
John Winkler, General Manager



State of Nebraska  
Department of Roads

Received by NDOR: / /

## Transportation Enhancement Improvement Request (FINAL)

1.	AGENCY NAME: Papio-Missouri River Natural Resources District		TYPE OF GOVERNMENT AGENCY (Check One) <input type="checkbox"/> Village <input checked="" type="checkbox"/> NRD <input type="checkbox"/> City <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Other	
2.	CONTACT PERSON: Gerry Bowen		FAX NUMBER: 402-895-6543	
	MAILING ADDRESS: (Street) 8901 S. 154th Street		CITY: Omaha	STATE: NE ZIP: 68138
	DAYTIME PHONE: 402-444-6222		E-MAIL: gbowen@papionrd.org	
3.	CONTACT PERSON: (Print Name & Title) Gerry Bowen, Planner		SIGNATURE: 	DATE: 9-17-08
4.	GOVERNMENT AGENCY: (Print Name & Title) John Winkler, General Manager		SIGNATURE: 	DATE: 9/17/08
5.	PROJECT NAME: (Example: Beatrice Big Blue Trail, Neligh Mill Bridge Renovation) Mopac Trail (Hwy 50 to Chalco Hills)			
6.	PROJECT DESCRIPTION/LOCATION: (Include location, work to be performed, and attach map) <p>The Papio-Missouri River Natural Resources District intends to construct a 10' wide concrete and granular surface trail between Hwy. 50 and Chalco Hills Recreation Area, a distance of 3.3 miles. The granular portion of the trail will start at the existing trail at the intersection of Schram Road and Hwy. 50 and proceed west along Schram Road to 168th Street. The trail will turn north and follow 168th Street to Chalco Hills. Upon entering the recreation area, the trail surface will change to concrete to the ending point, the existing trail in Chalco Hills. The trail will cross Hwy 50 and Interstate 80 (on the 168th Street bridge), and underneath Hwy 370.</p> <p>DESCRIBE HOW YOUR PROJECT RELATES TO TRANSPORTATION (AS DESCRIBED IN APPLICATION GUIDELINES):</p> <p>This trail segment is one of the final links for a trail connecting Omaha and Lincoln, via the Lied Platte River Bridge. This particular segment will connect Springfield and Chalco Hills, and eventually, West Omaha.</p>			



7.	TOTAL ESTIMATED PROJECT COST \$1,453,670		FEDERAL FUNDS REQUESTED \$500,000
8.	MATCHING FUNDS PROVIDED BY Papio-Missouri River NRD	PERCENTAGE OF MATCH (Minimum 20% of total) 66%	
9.	PROJECT TYPE (Select One Category) <input checked="" type="checkbox"/> Trails <input type="checkbox"/> Historic Preservation <input type="checkbox"/> Scenic or Historic Byways		
10.	HAVE YOU RECEIVED TRANSPORTATION ENHANCEMENT FUNDS IN THE PAST? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO IF YES, PLEASE LIST ALL PROJECTS FUNDED AND TOTAL DOLLARS RECEIVED: See attached.		
11.	IDENTIFY IF THIS PROJECT IS PART OF A OFFICIAL PLANNING DOCUMENT The project is included in the Papio Trails Plan, the City of Omaha Parks Master Plan, and MAPA's Transportation Improvement Plan.		
12.	PUBLIC BENEFITS OF THIS PROJECT: This project will complete a non-motorized pathway connecting Omaha and Lincoln, as well as, Chalco Hills, Springfield, the Platte River, the Lied Bridge, and South Bend. In addition to the obvious health benefits, the trail will create opportunities for new and expanded tourism activities, and increase the supply of outdoor recreation facilities in Eastern Nebraska.		
13.	THIS PROJECT IS SUPPORTED BY Papio-Missouri River NRD		

Attach the following required items:

- Budget (follow sample provided in Application Guidelines booklet)
- 8 ½ x 11 map - include aerial image, project location/alignment, north arrow, street names, points of interest
- Resolution
- Preliminary Environmental Checklist (provided at site visit)



Mopac Trail (Highway 50 to Chalco Hills)

Supplemental Information

10. List all projects funded and total dollars received.

Project Name	Funds Received
1997 – Big Papio Trail (Harrison to L)	\$500,000
1998 – Keystone Trail Phase 5 (Cornhusker to 25 <sup>th</sup> Street)	\$386,000
1999 – Bellevue Loop Phase 3 (25 <sup>th</sup> Street to Hwy. 75)	\$500,000
2000 – Chalco Connector	\$280,000
2001 – Platte River Connection	\$1,000,000
2003 – Big Papio Trail (Center to Blondo)	\$500,000
2004 – Mopac Trail (Springfield to Platte River)	\$500,000
2004 – West Papio Trail (Bellevue to Papillion)	\$500,000
2005 – Missouri River Trail (Dodge Park to Ponca Road)	\$500,000
2005 – Platte River Trail (Hwy 50 to Lied Bridge) **	\$500,000
2006 – Platte River Trail (Springfield to Schram Road)	\$500,000
2007 – Missouri River Trail (Ponca Road to Washington County Line) **	\$500,000
2007 – Western Douglas County Trails Project **	\$5,500,000

\*\* - Funds approved but not yet spent

**Mopac Trail (Highway 50 to Chalco Hills)**  
**Construction Cost Estimate**  
**July 16, 2008**

**TEA-21 Eligible Items**

<b>Item No.</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price (\$)</b>	<b>Total Amount (\$)</b>
1	Clearing and Grubbing	1	LS	\$ 6,000.00	\$ 6,000.00
2	Earthwork (excavation)	6,000	CY	\$ 3.00	\$ 18,000.00
3	Earthwork (embankment)	9,900	CY	\$ 3.00	\$ 29,700.00
4	6" Concrete Surfacing	65,577	SF	\$ 4.00	\$ 262,308.00
5	Limestone chip trail	127,648	SF	\$ 1.50	\$ 191,472.00
6	Subgrade Preparation	1	LS	\$ 5,000.00	\$ 5,000.00
7	Construct 12" CMP	40	LF	\$ 17.00	\$ 680.00
8	Construct 15" CMP	40	LF	\$ 20.00	\$ 800.00
9	Construct 18" CMP	111	LF	\$ 22.00	\$ 2,442.00
10	Construct 24" CMP	48	LF	\$ 24.00	\$ 1,152.00
11	Construct 30" CMP	140	LF	\$ 41.00	\$ 5,740.00
12	Construct 12" Pipe Bedding	40	LF	\$ 4.00	\$ 160.00
13	Construct 15" Pipe bedding	40	LF	\$ 4.75	\$ 190.00
14	Construct 18" Pipe Bedding	111	LF	\$ 5.25	\$ 582.75
15	Construct 24" Pipe Bedding	48	LF	\$ 6.00	\$ 288.00
16	Construct 30" Pipe Bedding	140	LF	\$ 6.50	\$ 910.00
17	Construct 12" CMP FES	4	LF	\$ 140.00	\$ 560.00
18	Construct 15" CMP FES	4	LF	\$ 145.00	\$ 580.00
19	Construct 18" CMP FES	9	LF	\$ 250.00	\$ 2,250.00
20	Construct 24" CMP FES	4	LF	\$ 300.00	\$ 1,200.00
21	Construct 30" CMP FES	6	LF	\$ 350.00	\$ 2,100.00
22	TAP Existing 18" CMP	1	EA	\$ 350.00	\$ 350.00
23	Construct Rock riprap Type A	100	TN	\$ 50.00	\$ 5,000.00
24	Construct Tubular handrail	292	LF	\$ 50.00	\$ 14,600.00
25	70' Prefabricated Pedestrian Bridge	1	LS	\$ 95,000.00	\$ 95,000.00
26	Construct Pedestrian Bridge Abutment	2	EA	\$ 18,000.00	\$ 36,000.00
27	Construct Removable Bollards	1	EA	\$ 150.00	\$ 150.00
28	Construct 4' Wire Fence	376	LF	\$ 4.00	\$ 1,504.00
29	Construct Chainlink Fence	554	LF	\$ 20.00	\$ 11,080.00
30	Construct W-Beam Guardrail	150	LF	\$ 20.00	\$ 3,000.00
31	Construct Stabilized Earth Retaining Wall	688	LF	\$ 30.00	\$ 20,640.00
32	Pavement marking paint	2,301	LF	\$ 0.50	\$ 1,150.50
33	Install MUTCD Signs	15	EA	\$ 150.00	\$ 2,250.00
34	Landscaping	1	LS	\$ 10,000.00	\$ 10,000.00
35	Advance Warning Signal	1	LS	\$ 90,000.00	\$ 90,000.00
36	Remove existing barbed wire fence	356	LF	\$ 3.00	\$ 1,068.00
37	Remove W-beam Guardrail	120	LF	\$ 120.00	\$ 14,400.00
38	Construct silt fence	1,000	LF	\$ 3.00	\$ 3,000.00
39	Seeding Type A	5	AC	\$ 2,500.00	\$ 12,500.00
40	Install erosion control blanket	1,000	SY	\$ 2.00	\$ 2,000.00
<b>Construction Cost Subtotal</b>					\$ 855,807.25
<b>Mobilization</b>			LS	8% Subtotal	\$ 68,464.58
<b>Construction Costs Total</b>					\$ 924,271.83



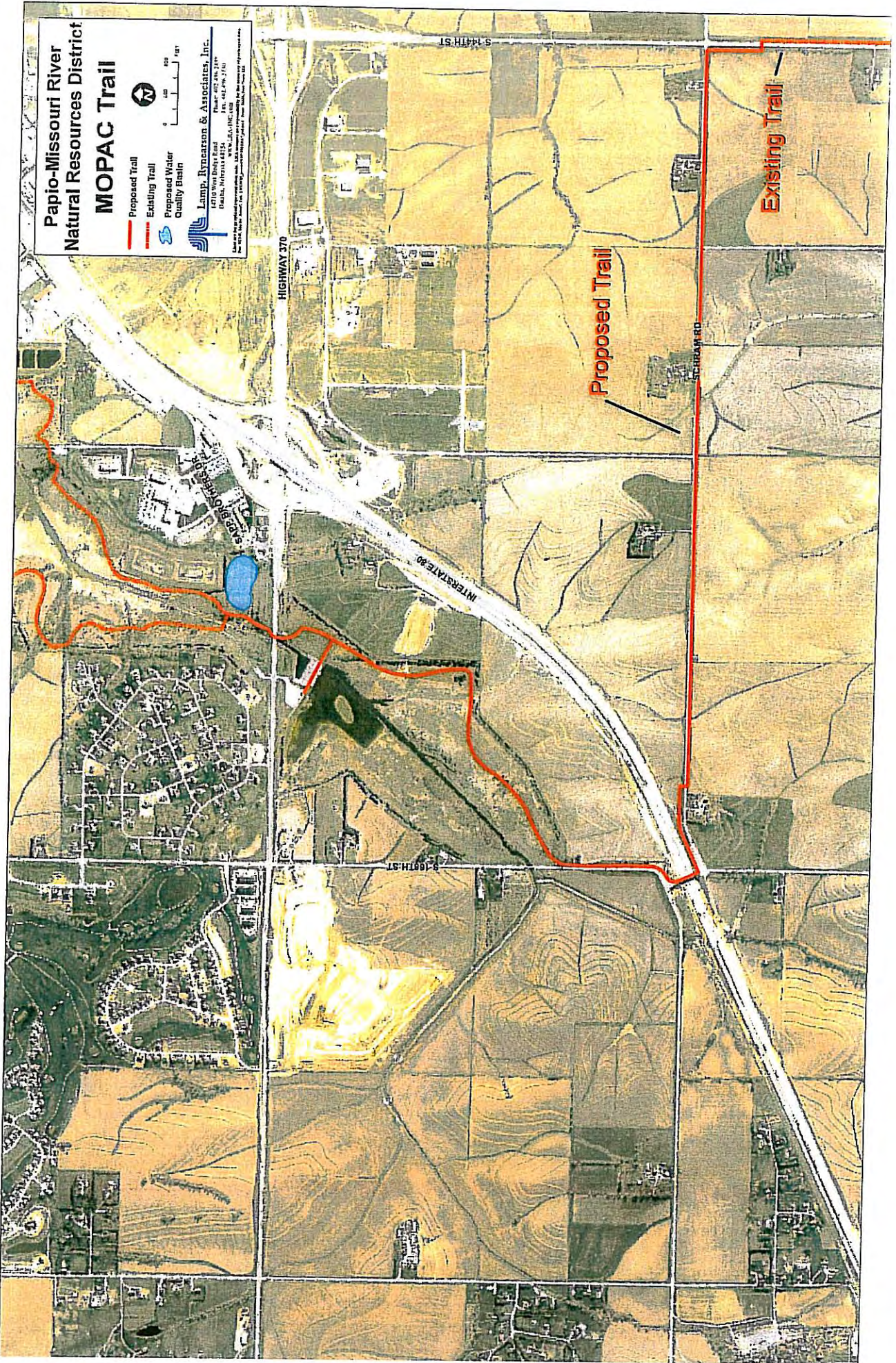
	<b>Engineering Costs</b>				
	Preliminary Engineering				\$ 200,000.00
	Construction Engineering/Contingency	14%			\$ 129,398.06
	<b>Engineering Costs Total</b>				\$ 329,398.06
	<b>Total Project Costs</b>				\$ 1,453,669.89

	<b>Funding Sources</b>				
	Applicant's In-kind contribution				\$ 200,000.00
	Applicant's Cash Match	65%			\$ 753,669.89
	Federal Funding	35%			\$ 500,000.00
	<b>Total Revenues</b>				\$ 1,453,669.89

**TEA-21 Non- Eligible Items**

<b>Item No.</b>	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price (\$)</b>	<b>Total Amount (\$)</b>
1	Signage	1	LS	\$ 5,000.00	\$ 5,000.00
	<b>Construction Costs Subtotal</b>				\$ 5,000.00
	Mobilization		LS	8% subtotal	\$ 400.00
	Contingency		LS	10% subtotal	\$ 500.00
	<b>Constr.Costs Subtotal (Non-TEA-21)</b>				\$ 5,900.00









PAPIO-MISSOURI RIVER  
NATURAL RESOURCES DISTRICT BOARD OF DIRECTORS

Resolution

BE IT RESOLVED BY THE PAPIO-MISSOURI RIVER NATURAL RESOURCES DISTRICT, NEBRASKA:

Whereas, the Papio-Missouri River Natural Resources District proposed to apply for assistance from the Transportation Enhancement Program for the purpose of constructing the Mopac Trail (Hwy. 50 to Chalco Hills); and

Whereas, the project includes the construction of a hiking/biking trail between Hwy. 50 and Chalco Hills Recreation Area following Schram Road and 168<sup>th</sup> Street; and

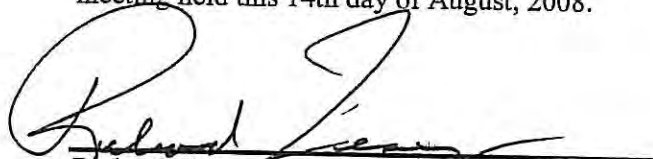
Whereas, the Papio-Missouri River Natural Resources District has available minimum of 20% of the project cost, and has the financial capability to operate and maintain the completed facility in a safe and attractive manner for public use; and

Whereas, the proposed application and supporting documents were made available for public review at a properly announced meeting of the Papio-Missouri River Natural Resources District Board of Directors;

NO, THEREFORE, BE IT RESOLVED BY THE PAPIO-MISSOURI RIVER NATURAL RESOURCES DISTRICT THAT the NRD applies for assistance from the Transportation Enhancement Program for the purpose of constructing the Mopac Trail (Hwy 50 to Chalco Hills).

Approved this 14<sup>th</sup> Day of August, 2008.

I certify that this resolution is a true copy of the original document that was adopted by the Papio-Missouri River Natural Resources District at a properly advertised and announced public meeting held this 14th day of August, 2008.

  
Richard Tesar, Secretary  
Papio-Missouri River Natural Resources District



Transportation Enhancement Program  
Preliminary Environmental Checklist  
(This form replaces the DR275)

Proposed Project: Mopac Trail (Hwy 50 to Chalco Hills)

Govt. Owner: Papio-Missouri River Natural Resources District

Govt. Owner's Project Contact (Please Print): Gerry Bowen

Signature of Project Contact: \_\_\_\_\_ Date: 9-17-08

The completion of this form represents the Owner's assessment at the Final Application stage of the project selection cycle. If the project is selected for funding, the Owner is will be responsible for obtaining the required formal reviews by State and Federal agencies.

1. Project on new, undeveloped alignment?

☒ No ☐ Minor ☐ Major

Remarks:

The trail will follow existing county roads.

2. Need for additional right-of-way – temporary (construction) OR permanent?

☐ No ☒ Minor ☐ Significant

Number of tracts: 8

Estimated No. of Temporary Easements: 8

Number of property owners: 8

Estimated No. of Permanent Easements: see below

Remarks:

Some of the parcels will be acquired in fee title, some by permanent easement. The exact r-o-w acquisition make-up has not yet been finalized.

3. Relocation of persons, businesses, etc., required?

☒ No ☐ Yes (Estimated Number: \_\_\_\_\_)

Remarks:

4. Public interest likely to be:

☐ Low ☒ Moderate ☐ High

Remarks:



5. Railroad right-of-way?

☒ No ☐ Yes

Remarks:

Any railroad crossings?

☒ No ☐ Yes

6. Any stream crossings?

☒ No ☐ Yes

Remarks:

7. Section 404 Permit required?

☐ No ☒ Possible ☐ Yes

Remarks:

An environmental consultant has been retained to determine the environmental impacts. The report is not yet finalized.

8. Any floodplain involvement?

☒ No ☐ Possible ☐ Yes

Remarks:

9. Any wetland involvement?

☐ No ☒ Possible ☐ Yes

Remarks:

See remarks for Item 7 above.

10. Located on public parkland?

☐ No ☐ Possible ☒ Yes

Remarks:

The trail will be located partially within Chalco Hills Recreation Area owned by the Corps of Engineers and managed by the NRD.

11. Tree removal?

Small (6" up to 12" diameter)

☒ No ☐ Yes (Number: \_\_\_\_\_)

Large (12" diameter or greater):

☒ No ☐ Yes (Number: \_\_\_\_\_)

Remarks:

The trail route will avoid existing trees.

Review Area	Possible Effect			Remarks
	None	Minor	Significant	
1. Landscaping impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Fish and wildlife (migratory birds, threatened/ endangered species, etc.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. Environmental Justice (Benefits/impacts to minority, low-income or underserved communities)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Neighborhood disruption	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Schools, churches, cemeteries, or hospitals	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Public health and safety	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. 4(f) or 6(f) land (Parkland or LWCF property)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	25% of trail located in Chalco Hills
8. Historic sites (structural, cultural or archeological)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Prime farmland or irrigation facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



# MoPac Trail - Highway 50 to Chalco Hills

CONSTRUCTION COSTS				
ITEM	Unit	Unit Cost	No. Req'd.	Total Cost
Clearing & Grubbing	LS	\$6,000.00	1.0	\$6,000
Earthwork (excavation)	CY	\$3.00	6,000	\$18,000
Earthwork (embankment)	CY	\$3.00	9,900	\$29,700
6" Concrete Surfacing	SF	\$4.00	65,577.0	\$262,308
Limestone Chip Trail	SF	\$1.50	127,648	\$191,472
Subgrade Prep	LS	\$5,000.00	1	\$5,000
Construct 12" CMP	LF	\$17.00	40	\$680
Construct 15" CMP	LF	\$20.00	40	\$800
Construct 18" CMP	LF	\$22.00	111	\$2,442
Construct 24" CMP	LF	\$24.00	48	\$1,152
Construct 30" CMP	LF	\$41.00	140	\$5,740
Construct 12" Pipe Bedding	LF	\$4.00	40	\$160
Construct 15" Pipe Bedding	LF	\$4.75	40	\$190
Construct 18" Pipe Bedding	LF	\$5.25	111	\$583
Construct 20" Pipe Bedding	LF	\$6.00	48	\$288
Construct 30" Pipe Bedding	LF	\$6.50	140	\$910
Construct 12" CMP FES	LF	\$140.00	4	\$560
Construct 15" CMP FES	LF	\$145.00	4	\$580
Construct 18" CMP FES	LF	\$250.00	9	\$2,250
Construct 24" CMP FES	LF	\$300.00	4	\$1,200
Construct 30" CMP FES	LF	\$350.00	6	\$2,100
TAP Existing 18" CMP	EA	\$350.00	1	\$350
Construct Rock Riprap, Type A	TN	\$50.00	100	\$5,000
Construct Tubular Handrail	LF	\$50.00	292	\$14,600
70' Prefabricated Pedestrian Bridge	LS	\$95,000.00	1	\$95,000
Construct Pedestrian Bridge Abutment	EA	\$18,000.00	2	\$36,000
Construct Removable Bollards	EA	\$150.00	1	\$150
Construct 4' Wire Fence	LF	\$4.00	376	\$1,504
Construct Chainlink Fence	LF	\$20.00	554	\$11,080
Construct W-Beam Guardrail	LF	\$20.00	150	\$3,000
Construct Stabilized Earth Retaining Wall	LF	\$30.00	688	\$20,640
Pavement Marking Paint	LF	\$0.50	2,301.00	\$1,151
Install MUTCD Signs	EA	\$150.00	15	\$2,250
Landscaping	LS	\$10,000.00	1	\$10,000
Advance Warning Signal	LS	\$90,000.00	1	\$90,000
Remove Existing Barbed Wire Fence	LF	\$3.00	356	\$1,068
Remove W-Beam Guardrail	LF	\$120.00	120	\$14,400
Construct Silt Fence	LF	\$3.00	1,000	\$3,000
Seeding, Type A	AC	\$2,500.00	5	\$12,500
Install Erosion Control Blanket	SY	\$2.00	1,000	\$2,000
				\$0
CONSTRUCTION COSTS SUBTOTAL				\$855,807
Mobilization @ 8%	LS		1	\$68,465
CONSTRUCTION COSTS TOTAL				\$924,272
ENGINEERING/ARCHITECTURE COSTS				
Preliminary Engineering/Architecture @	22 %			\$200,000
Construction Engineering/Architecture @	14 %			\$129,398
NDOR Project Representative Cost @	1 %			\$9,243
ENGINEERING COSTS TOTAL				\$338,641
ENGINEERING + CONSTRUCTION COSTS				\$1,262,913
Less In-Kind Contribution				
Preliminary Engineering/Architecture				\$200,000.00
TOTAL IN-KIND CONTRIBUTION				\$200,000.00
SUBTOTAL PROJECT COSTS:				\$1,062,913
TOTAL PROJECT COSTS:				\$1,062,913
FUNDING SOURCES				
Applicant Match @	53 %			\$562,913
Federal Funding @	47 %			\$500,000



14710 West Dodge Road, Suite 100  
Omaha, Nebraska 68154-2027

(Ph) 402.496.2498  
(Fax) 402.496.2730

July 20, 2007

Mr. Gerry Bowen  
Papio-Missouri River NRD  
8901 South 154th Street  
Omaha, Nebraska 68138-3621



REFERENCE: Mopac Trail  
Chalco Hills to Highway 50  
LRA Job No. 0106100.01-001

Dear Gerry:

Lamp, Rynearson and Associates (LRA) is pleased to provide you with preliminary plans, quantities and cost estimate for the Mopac Trail from Wehrspann Lake to Highway N-50 in Sarpy, County. These plans are provided for your review and comment. These plans have been developed based on our previous conversations, field observations and other information we have obtained through field surveys and meetings with representatives of the Nebraska Department of Roads and the Sarpy County Surveyors Office.

The trail is 10-feet wide with 2-foot wide shoulders and will be constructed of concrete from the existing trail in Chalco Hills down to 168<sup>th</sup> Street, and limestone screenings from 168<sup>th</sup> Street to the south end of the trail at Highway N-50.

In general, the trail alignment begins on the east side of the channel between the sediment control structure on the south side of Highway N-370 and Wehrspann Lake, and winds it's way under Highway N-370, through the U.S. Army Corps of Engineers property to 168<sup>th</sup> Street. It continues south on 168<sup>th</sup> Street and over Interstate 80 on the 168<sup>th</sup> Street Bridge. The trail then turns east on Schram Road and continues toward Highway N-50 and crosses the highway a few hundred feet south of Schram.

The trail alignment has been designed based on the criteria established in the AASHTO publication, "Guide for the Development of Bicycle Facilities", 1999 edition. Minimum horizontal curve radii of 100-feet based on a design speed of 20 mph have been used for the trail except where existing conditions dictate otherwise such as at either end of the 168<sup>th</sup> Street bridge. The vertical alignment from the beginning of the trail near Wehrspann Lake to 168<sup>th</sup> Street has been laid out in an effort to minimize the number of grades greater than 5% where practical. Where it was necessary to exceed 5%, the lengths of the grades have been restricted to meet the criteria of the AASHTO guide.

The vertical alignments along Schram Road and 168<sup>th</sup> Street generally follow the grade of the existing roads. Therefore, there are several grades that exceed desirable grades. This was done to minimize the impacts of the trail on the adjacent properties and the necessity for

ATTACHMENT 18



additional easements. When these areas are developed in the future and the roads are paved and designed to higher standards, the trail alignments can be upgraded as well.

The trail alignment through the Corps of Engineers property begins at the south end of the existing Chalco Hills trail. The trail runs south over the proposed sediment control structure and crosses under the Highway N-370 Bridge. It continues through the Corps property and extends to 168<sup>th</sup> Street by generally following the existing mowed walking path. A short segment of trail is planned to be constructed between the existing parking area on the south side of Highway N-370 and the proposed trail running over the existing sediment control structure.

The trail alignment along 168<sup>th</sup> Street is located on the east side of the road and has been designed to minimize grading and impacts of the trail on the existing roadside ditches and adjacent property. Additionally, all trees will be avoided to minimize clearing and grubbing. This section of trail is expected to be improved with the 168<sup>th</sup> Street improvements and should be considered temporary.

The existing I-80 overpass bridge is 30 feet wide. Representatives of the Sarpy County Surveyors office have agreed to stripe the bridge to allow for two 12-foot wide driving lanes and a 6-foot wide pedestrian lane on the east side of the bridge to accommodate the trail.

From the I-80 Bridge, the trail will continue east along the north side of Schram Road to a point just before the first culvert crossing. At this point, the trail will cross Schram Road to the south side and will continue to Highway N-50. The south side of Schram Road was chosen as the location for the trail due to there being fewer driveway crossings, less impacts on drainage structures, less earthwork required and less impacts on the adjacent properties. Also, for grade reasons, it is necessary for the trail to be on the south side of Schram when it reaches Highway N-50.

Along Highway N-50 the trail will continue to the south on the west side of the highway until the northbound turn lane tapers away and the island reaches its full width. At this point, the trail will cross the highway using the full width island as a refuge area. This will allow users to cross the southbound and northbound lanes individually and wait in the island if necessary for traffic on the other side of the highway. Finally the trail will be extended to the east to connect to the existing trail on the east side of highway. The trail crossing of Highway N-50 will be considered permanent and will be constructed with concrete. An advanced warning system has been planned for the highway crossing that will alert traffic on the highway and the trail when a pedestrian is nearing the crossing point.

The sediment control structure as planned will be constructed with minimal grading in the storage area of the basin to minimize the impacts to the trees in the area. The structure will be earthen with rock riprap protection on the upstream side. An intake structure will be designed to control the outflow from the basin and a discharge structure with provisions for energy dissipation will be provided.

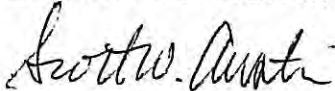
Mopac Trail  
Chalco Hills to Highway 50  
LRA Job No. 0106100.01-001  
July 20, 2007  
Page 3

The attached quantity and cost estimate is based on the improvements described above. Besides the items noted, costs have also been included for signage, fencing, landscaping, culverts and culvert extensions, erosion control and a modular block retaining wall. This wall will be required under the Highway N-370 Bridge. Temporary construction and permanent easements have been estimated for the trail along Schram Road. Permanent easements have been assumed for the areas where the trail will be built on private property and where cut or fill slopes will encroach. Temporary construction easements have been estimated for the entire length of the trail on Schram.

Please review the preliminary plans and estimate and call with any questions you may have. We are available at your convenience to meet and discuss the plans and the proposed trail.

Sincerely,

LAMP, RYNEARSON & ASSOCIATES, INC.



Scott W. Austin, P.E.  
Senior Project Manager

Enclosures



PRELIMINARY COST ESTIMATE  
MOPAC TRAIL (HWY 50 TO CHALCO HILLS)

PAPIO MISSOURI RIVER NATURAL RESOURCES DISTRICT  
July 19, 2007

Bid Item Description	Approx. Quantity	Unit	Unit Price	Total
1 . MOBILIZATION	1	LS	\$10,000.00	\$10,000.00
2 . CLEARING AND GRUBBING GENERAL	1	LS	\$6,000.00	\$6,000.00
3 . REMOVE AND REPLACE BARBED-WIRE FENCE	2,000	LF	\$8.00	\$16,000.00
4 . EARTHWORK (EXCAVATION)	6,000	CY	\$3.00	\$18,000.00
5 . EARTHWORK (EMBANKMENT)	9,900	CY	\$3.00	\$29,700.00
6 . SUBGRADE PREPARATION	1	LS	\$5,000.00	\$5,000.00
7 . LANDSCAPING	1	LS	\$10,000.00	\$10,000.00
8 . CONSTRUCT 6" CONCRETE TRAIL - 10' WIDE	79,500	SF	\$3.50	\$278,250.00
9 . CONSTRUCT LIMESTONE CHIP TRAIL - 10' WIDE	140,500	SF	\$1.50	\$210,750.00
10 . PERMANENT PAINTED PAVEMENT MARKING - 4" YELLOW	3,650	LF	\$1.50	\$5,475.00
11 . CONSTRUCT MUTCD SIGNS	15	EA	\$150.00	\$2,250.00
12 . EXTEND CULVERT DRAINAGE PIPES - VARIOUS SIZES	200	LF	\$45.00	\$9,000.00
13 . CONSTRUCT MODULAR BLOCK RETAINING WALL	3,000	SF	\$25.00	\$75,000.00
14 . SEEDING - TYPE "A"	5	AC	\$2,500.00	\$12,500.00
15 . CONSTRUCT ROCK RIP-RAP - TYPE "A"	100	TN	\$50.00	\$5,000.00
16 . CONSTRUCT SILT FENCE	1,000	LF	\$2.00	\$2,000.00
17 . CONSTRUCT EROSION CONTROL BLANKET	1,000	SY	\$2.00	\$2,000.00
18 . ADVANCE WARNING SIGNAL	1	LS	\$90,000.00	\$90,000.00
19 . OVER EXCAVATION AT STREAM CROSSING	400	CY	\$5.00	\$2,000.00
20 . CONSTRUCT ROCK SLOPE PROTECTION	300	TN	\$150.00	\$45,000.00
21 . CONSTRUCT ROCK TRENCH STABILIZATION	100	TN	\$125.00	\$12,500.00
22 . CONSTRUCT INTAKE STRUCTURE	1	EA	\$15,000.00	\$15,000.00
23 . CONSTRUCT 30" CSP WITH BEDDING	80	LF	\$0.70	\$56.00
24 . CONSTRUCT ENERGY DISSIPATER	1	EA	\$20,000.00	\$20,000.00
25 . TEMPORARY CONSTRUCTION EASEMENTS	2	AC	\$5,000.00	\$7,500.00
26 . PERMANENT EASEMENTS	4	AC	\$10,000.00	\$37,000.00
CONTINGENCY - 15%				\$138,897.15

**Estimated Construction Cost \$1,064,878.15**



14710 West Dodge Road, Suite 100  
Omaha, Nebraska 68154-2027

(Ph) 402.496.2498  
(Fax) 402.496.2730

December 16, 2008

Mr. Gerry Bowen  
Papio-Missouri River Natural Resources District  
8901 South 154th Street, Suite 1  
Omaha, NE 68138-3621

DEC 17 2008

REFERENCE: MOPAC Trail  
Final Design  
LRA Job No. 0106100.01-110

Dear Gerry:

Lamp, Rynearson & Associates (LRA), in conjunction with the Papio-Missouri River Natural Resource District (NRD), is in the process of designing the connector portion of the Mopac Trail between Wehrspann Lake and the existing Mopac Trail on the east side of Highway 50. The Mopac Trail was recently extended north from Springfield along the east side of Highway 50 to Schram Road, as part of the Nebraska Department of Roads (NDOR's) widening of the highway to a four-lane divided section. The Highway 50 trail was stopped at Schram Road by the NDOR to allow for a future connection of the Mopac trail. A major challenge of the design of the connector section has been how to get the trail and it's users across Highway 50 in a safe and cost efficient manner. This letter summarizes the various alternate crossing options that have been analyzed as part of the ongoing design process.

Highway 50 is a four-lane, divided highway with paved shoulders and a 16-ft wide median to accommodate left turn lanes at roadway intersections. Highway 50 has a posted speed limit of 55 mph at the Highway 370 Interchange and just to the north of the Schram Road intersection, the posted speed limit changes to 65 mph. The latest available Metropolitan Area Planning Agency (MAPA) traffic flow map shows an Average Daily Traffic (ADT) volume of 10,400 vehicles near the intersection. The Nebraska Department of Roads (NDOR) has been contacted to acquire recent traffic counts along Highway 50 in the area of the Schram Road intersection.

The original alignment considered for this section of the trail began along Highway 370 just west of the intersection of Wickersham Blvd./Sapp Brothers Drive with Highway 370 and continued easterly along Highway 370 to Highway 50. This alignment was considered to be potentially dangerous due to the many conflict points between trail users and vehicular traffic. Several at-grade crossings would be necessary, including at the interchange of Highway 50 and Highway 370 and at the interchange ramps of Interstate 80 and Highway 370. Future traffic projections for Highway 370 will likely require the expansion of additional lanes of traffic on Highway 370 under the Interstate 80 Bridge, which was also seen as a potential future issue. Therefore, early on in the design process, alternate alignments for the trail were reviewed and a final alignment was chosen. The final alignment that has been developed runs the trail under Highway 370 and through the US Army Corps of Engineers' property on the south side of Highway 370 to 168<sup>th</sup> Street. From this point, the trail will head south along the east side of 168<sup>th</sup>, over Interstate 80 on the existing county bridge, and then east along Schram Road to Highway 50.



With the selected alignment for the trail to be along Schram Road, the only major conflict point on the trail will be where the trail crosses Highway 50 at Schram Road. There are three potential methods that can be considered for the crossing of the highway. These include an overpass or bridge type structure, an underpass or tunnel type structure, or an at-grade crossing. There are several factors that must be considered when analyzing each of these options, such as, will the crossing actually be used by the trail users, what are the estimated costs of each crossing, will there be conflicts between vehicular traffic and trail users, what affect will future development in the area have on the trail, as well as several others. Through brainstorming and meetings with the NRD, there appears to be four different possible crossings that can be considered. These four include the previously mentioned underpass located to the north of the Schram Road intersection, an overpass located to the south of the Schram Road intersection, an at-grade crossing at the Schram Road intersection, and an at-grade crossing located to the south of the Schram Road intersection. Each of these possible crossings is discussed in detail below, including the perceived positives and negatives of each crossing, and the costs associated with each.

**Underpass Crossing** – this crossing would be located approximately 2,000 feet north of the Schram Road intersection. With this crossing, it will be necessary to construct additional trail and to purchase additional right-of-way (ROW). There are two possible construction methods to construct this underpass; one being to jack and bore the tunnel under Highway 50, the other method would be to construct the undercrossing by means of open cutting. The estimated cost for the jack and bore method is \$571,000, and the cost for the open cut method is \$361,000.

Some of the positive aspects of this crossing include:

- Less intrusive to vehicular traffic on Highway 50, as compared to at-grade crossings.
- Less potential conflicts between pedestrian/bicycle traffic and vehicular traffic, as compared to at-grade crossings.

Some of the negative aspects of this crossing include:

- Additional costs for the structure itself and additional trail and ROW costs.
- Maintenance of the tunnel structure.
- Convenience for the trail users.
- Lighting and safety of the tunnel for the structure. Other underpass crossings in the Omaha area have been perceived as unsafe and are therefore not used.
- Studies in other states show that the tunnel will most likely not be used because of the location of the undercrossing and the additional travel time associated with the location.
- There is a potential for users to cross Highway 50 on their own unsafely at-grade, at the Schram Road intersection, instead of going the extra distance to the underpass.
- The undercrossing will be obsolete in the future when development occurs in the area, and a signal is constructed at the Schram Road intersection and the trail is expanded in other directions.

**Overpass Crossing** – this crossing would be located approximately 1,600 feet south of Schram Road. No additional trail would be needed as part of this crossing. The construction of the overpass would require a bridge structure and retaining walls on each side of the highway to provide adequate access for the trail users. Approximately 1,500 feet of existing trail could be abandoned or not utilized in this design. The estimated cost for the overpass crossing is \$410,000.

Some of the positive aspects of this crossing include:

- Less intrusive to vehicular traffic on Highway 50, as compared to at-grade crossings.
- Less potential conflicts between pedestrian/bicycle traffic and vehicular traffic, as compared to at-grade crossings.
- Convenience for the trail users.

Some of the negative aspects of this crossing include:

- Additional costs for the structure itself, embankments and retaining walls.
- Maintenance costs of the bridge structure and the retaining walls.
- Studies in other states show that the overpass will most likely not be used by some trail users headed in specific directions, because of the location of the overpass and the additional travel time associated with the location.
- Potential for users to cross Highway 50 unsafely on their own at-grade at the Schram Road intersection, instead of heading to the overpass.
- The overpass crossing will be obsolete in the future when development occurs in the area, and a signal is constructed at the Schram Road intersection and the trail is expanded in other directions.

**At-Grade Crossing At Schram Road Intersection** – this crossing would be located at the intersection. Pedestrian and bicyclists would be crossing at the intersection at a designated point. The intersection would remain unsignalized because signal warrants are not met or planned to be met in the near future because of the anticipated low volumes of trail users crossing at this location on a daily basis. The estimated cost for this at-grade crossing is minimal.

Some of the positive aspects of this crossing include:

- Limited construction costs associated with this crossing.
- This could be easily converted in the future when a signal is warranted and installed at this intersection, based on future development and traffic volumes.
- Convenient for the trail users and would most likely be used by the trail users.
- Driver expectancy would be met, having pedestrians and cyclists crossing at an intersection.

Some of the negative aspects of this crossing include:

- Potential conflicts with vehicular traffic, both turning and through moving traffic at the intersection, and pedestrians and cyclists.
- No refuge for trail users crossing the highway. They would have to traverse approximately 70 feet of roadway in one movement.



**At-Grade Crossing South Of Schram Road Intersection** – this crossing would be located at least 600 feet south of Schram Road, where the center median would be at full width. Pedestrian and bicyclists would be crossing the highway at a designated point with a proposed advanced warning blinking yellow light to alert the vehicular drivers to the pedestrian crossing. The pedestrian signal would only be a yellow blinking light and not a stop signal for Highway 50 traffic. The trail users would have stop signs and relinquish any right of way to cross the highway over a vehicle. The estimated cost for this at-grade crossing would be approximately \$90,000.

Some of the positive aspects of this crossing include:

- Limited construction costs associated with this crossing.
- This could easily be removed in the future, if a signal was warranted and installed at the Schram Road intersection based on future development and traffic volumes.
- There would be a 16-foot refuge island at this crossing, so trail users would only have to cross one direction of traffic at a time.
- Trail users would only have potential conflicts with through moving vehicles, not both through moving and turning vehicles, as in the case with the other at-grade crossing at the intersection.

Some of the negative aspects of this crossing include:

- Potential conflicts with only through vehicular traffic.
- Driver expectancy would be lower for a crossing not at an intersection, as compared to the crossing at an intersection.
- Potential for trail users to still cross Highway 50 un-safely on their own at the Schram Road intersection instead of the designated crossing.

When analyzing each of the potential options for the crossing of the trail across Highway 50, the preferred option should be one that will be used by the trail users and, at the same time, provide the safety the trail users would expect. Studies have shown that placing an overpass or an underpass at a distance that would require more travel time and perceived hassle by the trail users, will most likely not be used. This could create a dangerous situation for both trail users and Highway 50 patrons, where trail users are crossing at Schram Road with no designation or pedestrian treatments. The anticipated number of daily highway crossings is around 12-15 crossings per day, so the potential for conflicts is not as high as typical city or metropolitan intersections where the population density of the surrounding area is much greater. In the future, when a signal is installed as the area develops, the trail crossing will be incorporated with the signal by installing crosswalks and pedestrian actuated push buttons. This will allow for the necessary crossing time to be provided in the signal timing. With this in mind, the selection of one of these four crossings methods will be an interim solution, until there is a permanent signal at the Schram Road intersection.

MOPAC Trail  
Final Design  
LRA Job No. 0106100.01-110  
December 16, 2008  
Page 5

Hopefully, this is the information you need. If you have any questions or comments or need any additional information, please feel free to call.

Sincerely,

LAMP, RYNEARSON & ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read "Scott W. Austin". The signature is written in a cursive, flowing style.

Scott W. Austin, P.E.  
Senior Project Manager



## Scott W. Austin

---

To: gbowen@pacionrd.org  
Cc: Brett J. Wawers; Mark D. Egger; Joel M. Bard  
Subject: Mopac Trail

Gerry, We have completed a schematic review of the costs associated with eliminating the at-grade crossing of the trail on Hwy. 50 and replacing it with either a tunnel under the highway or an overpass. For our estimate, we have assumed that the tunnel will be located approximately 2000 feet north of Schram Road and the overpass would be located approximately 1500 feet south of Schram Road. A breakdown of the costs is shown below:

Option A-

Tunnel located 2000 feet north of Schram

- Adds 5000LF of Trail and 3000LF of additional ROW
- Assume 200LF of Tunnel
- Delete 2100 LF of trail

Option A1- Jack and bore tunnel under Highway 50

Option A2- Open cut

Option B- Pedestrian overpass located 1600 feet south of Schram Road

- Adds 1500 LF of trail + 300 lf to match grade
- 180LF bridge and 2000SF of retaining wall
- Abandons 1500LF of existing trail

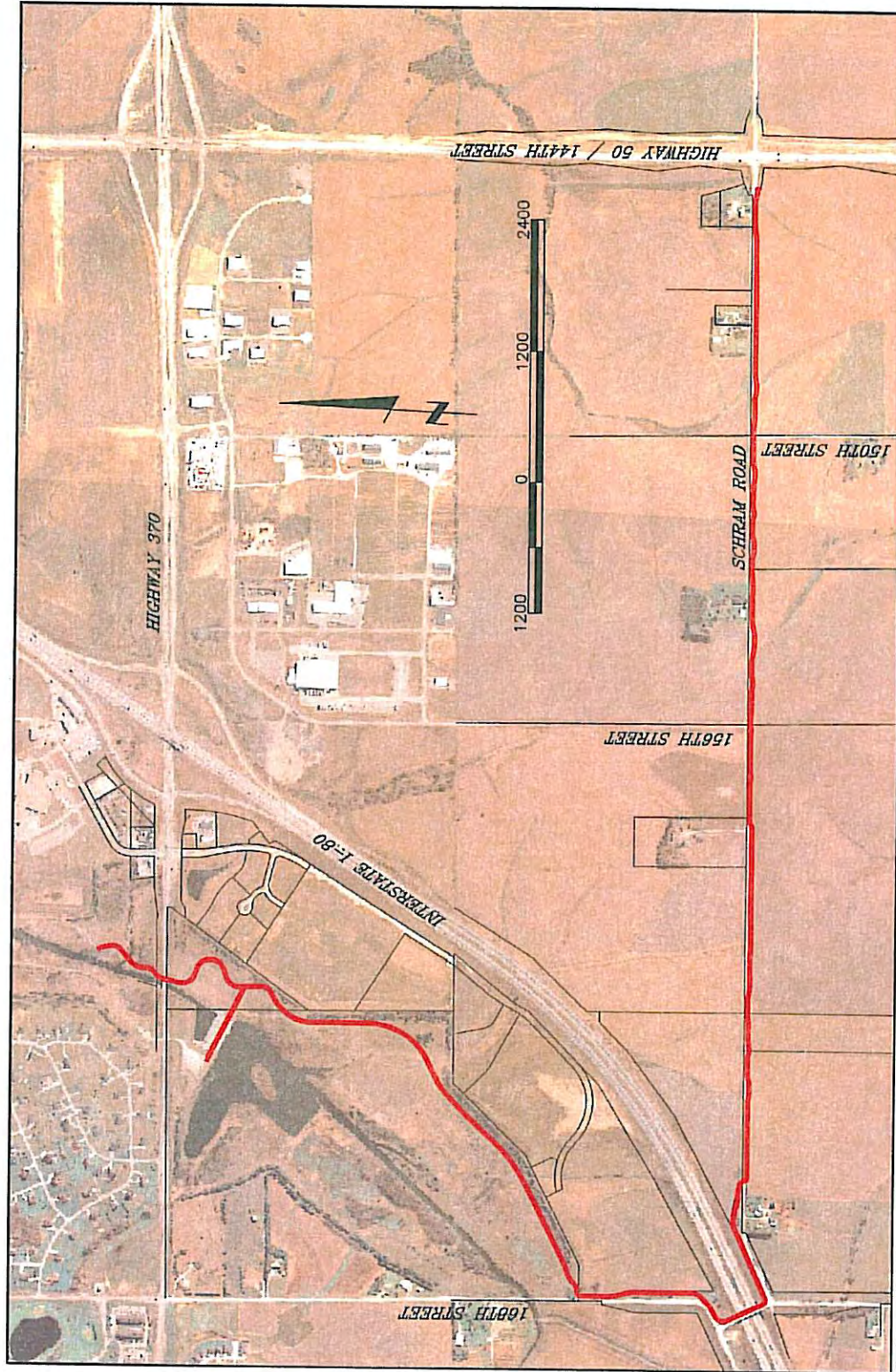
Net Added Construction Costs:

- Option A1- \$571,000
- Option A2- \$361,000
- Option B- \$410,000

All options eliminate \$90,000 cost of the warning signal on Hwy. 50.


Notes:

- Jack and bore costs used are from current CSO prices. Should be conservative considering wide-open status of Highway 50 area.
- Quantities and costs include 15% contingencies.
- All additional right-of-way costs have been included.



drawn by: ARJ  
 designer: SWA  
 job number-task: 06100.01-110  
 date: 06-30-2009  
 book: MOP&E rail  
 file name: EXHIBIT.dwg

WWW.LRA-INC.COM  
 (Ph) 402.496.2498  
 (Fax) 402.496.2730


**Lamp, Rynearson & Associates, Inc.**  
 14710 West Dodge Road, Suite 100  
 Omaha, Nebraska 68154-2027



Agenda Item: 9

Public Hearing  
On  
Proposed Right-of-Way Acquisition  
Mopac Trail (Hwy 50 to Chalco Hills)  
Papio-Missouri River Natural Resources District  
February 10, 2011  
7:00 p.m.

AGENDA

1. Hearing Called to Order – Chairperson Rick Kolowski
2. Appointment of Hearing Officer – General Manager, John Winkler
3. Evidence of Proof of Publication of Hearing Notice
4. Explanation of the Purpose of the Hearing – Paul Peters
5. Identification of Exhibits
6. Explanation of the Purpose and Scope of the Project – Gerry Bowen
7. Receive Testimony and Statements
8. Reception of Exhibits
9. Hearing Adjournment

**Papio-Missouri River Natural Resources District**  
**Notice of Proposed Acquisition and Notice of Public Hearing**

**Mopac Trail (Highway 50 to Chalco Hills)**

The Papio-Missouri River Natural Resources District (hereinafter referred to as "the District") proposes to acquire certain tract(s) of real estate in Section 34, Township 14 North, Range 11 East of the 6<sup>th</sup> P.M., and Sections 2 and 3, Township 13 North, Range 11 East of the 6<sup>th</sup> P.M., Sarpy County, Nebraska, which you own or in which you may have a right or interest (such tracts hereinafter referred to collectively as "the Property", whether one tract or more).

1. The property to be acquired and the compensation to be given for the property:

The compensation to be offered for the Property will be the damages as appraised by licensed real estate appraisers, generally consisting of the fair market value of the Property, or the fair market value of the interest in or portion of the Property acquired plus any difference between the fair market value of the remainder of the Property before and after the acquisition.

2. The authority for the acquisition:

The District's authority for the proposed acquisitions is contained in Nebraska Revised Statutes, Section 2-3229, et seq.

3. The nature of, necessity, and purpose for which the land shall be used:

The property proposed to be acquired will be used for the construction, operation, and maintenance of the Mopac Trail (Highway 50 to Chalco Hills) Trail Project.

4. The right, title, or interest in the property to be acquired:

The District proposes to acquire fee simple title to certain lands required for the project, including the land upon which the Project's improvements will be constructed, operated and maintained; and proposes to acquire temporary and permanent easements over adjacent lands as required for the Project.

5. The amount of property needed:

The square footage amounts, set out in the legal descriptions attached to this notice and incorporated herein by reference, are required for the Project.

6. The reasons for selecting the proposed location or route:

The Project will generally follow Schramm Road to connect Highway 50 with Chalco Hills Recreation Area. A map of the proposed route for the trail is attached hereto and incorporated herein by reference.

7. Approval required from other agencies:

None.



January 25, 2011

Mr. Tim Weander  
Nebraska Department of Roads  
4425 S. 108<sup>th</sup> Street  
Omaha, Nebraska 68145-0461  
CERTIFIED MAIL: 70100290000082690714



PAPIO-MISSOURI RIVER  
NATURAL  
RESOURCES  
DISTRICT

8901 S. 154<sup>TH</sup> ST.  
OMAHA, NE 68138-3621  
(402) 444-6222  
FAX (402) 895-6543  
www.papionrd.org

Re: Mopac Trail Project (Highway 50 to Chalco Hills) Public Hearing

Dear Mr. Weander:

This letter and the enclosed information are to inform you of a project public hearing scheduled for Thursday, February 10, 2011 at 7:00 p.m. at the NRD Headquarters at 8901 South 154<sup>th</sup> Street, Omaha, Nebraska. The project consists of the construction of a public recreation trail on the south side of Schramm Road and the east side of 168<sup>th</sup> Street between Highway 50 and the Chalco Hills Recreation Area.

Within the next 60 days, you should be contacted by the following District consultants regarding the NRD's project and the associated right-of-way acquisition.

Property Appraisals:

Ag One Appraisal Services  
Ken Beckström  
15429 Hamilton Street  
Omaha, Nebraska 68154  
402-493-8897

Right-of-way Acquisition:

Midwest Right-of-Way Services  
Jack Borgmeyer  
13425 A Street  
Omaha, Nebraska 68144  
402-955-2900

If you have any questions, please contact Gerry Bowen, Mopac Trail Project Manager at 402-444-6222.

Sincerely

  
John Winkler  
General Manager

cc: NRD Directors  
Jack Borgmeyer, Midwest Right-of-Way Services  
Ken Beckstrom, Ag One Appraisal Service  
Marlin Petermann, Gerry Bowen, Paul Peters P-MRNRD

Western Land Company, LLC  
10580 S. 147<sup>th</sup> Street  
Omaha, Nebraska 68138

Duane J. Dowd  
220 N. 89<sup>th</sup> Street, Ste. 201  
Omaha, Nebraska 68114

Elvera M Eggers, Trustee  
16615 Schram Road  
Gretna, Nebraska 68028

Donna L. Krambeck, Trustee  
5512 S. 91<sup>st</sup> Street  
Omaha, Nebraska 68127

Richard L. Krambeck, Trustee  
5512 S. 91<sup>st</sup> Street  
Omaha, Nebraska 68127

Schewe Farms, Inc.  
1753 S. 49<sup>th</sup> Street  
West Des Moines, Iowa 50265

Lynann, LLC  
5156 S. 149<sup>th</sup> Court  
Omaha, Nebraska 68137

Dan Gardner  
88581 528<sup>th</sup> Avenue  
Vertigre, Nebraska 68783

Bargar, Patterson, Winters Farm, LLC  
21 Rail Way  
Hollis, New Hampshire 03049

Dennis Wilson  
Sarpy County Engineer  
15100 S. 84<sup>th</sup> Street  
Papillion, Nebraska 68046

Mr. Tim Weander  
Nebraska Department of Roads  
4425 S. 108<sup>th</sup> Street  
Omaha, Nebraska 68145-0461



Papio-Missouri River Natural Resources District  
Notice of Proposed Acquisition and Notice of Public Hearing  
Mopac Trail (Highway 50 to Chalco Hills)

The Papio-Missouri River Natural Resources District (hereinafter referred to as "the District") proposes to acquire certain tract(s) of real estate in Section 34, Township 14 North, Range 11 East of the 6<sup>th</sup> P.M., and Sections 2 and 3, Township 13 North, Range 11 East of the 6<sup>th</sup> P.M., Sarpy County, Nebraska, which you own or in which you may have a right or interest (such tracts hereinafter referred to collectively as "the Property", whether one tract or more).

1. The property to be acquired and the compensation to be given for the property:

The compensation to be offered for the Property will be the damages as appraised by licensed real estate appraisers, generally consisting of the fair market value of the Property, or the fair market value of the interest in or portion of the Property acquired plus any difference between the fair market value of the remainder of the Property before and after the acquisition.

2. The authority for the acquisition:

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3. The nature of, necessity, and purpose for which the land shall be used:

The property proposed to be acquired will be used for the construction, operation, and maintenance of the Mopac Trail (Highway 50 to Chalco Hills) Trail Project.

4. The right, title, or interest in the property to be acquired:

The District proposes to acquire fee simple title to certain lands required for the project, including the land upon which the Project's improvements will be constructed, operated and maintained; and proposes to acquire temporary and permanent easements over adjacent lands as required for the Project.

5. The amount of property needed:

The square footage amounts, set out in the legal descriptions attached to this notice and incorporated herein by reference, are required for the Project.

6. The reasons for selecting the proposed location or route:

The Project will generally follow Schramm Road to connect Highway 50 with Chalco Hills Recreation Area. A map of the proposed route for the trail is attached hereto and incorporated herein by reference.

7. Approval required from other agencies:

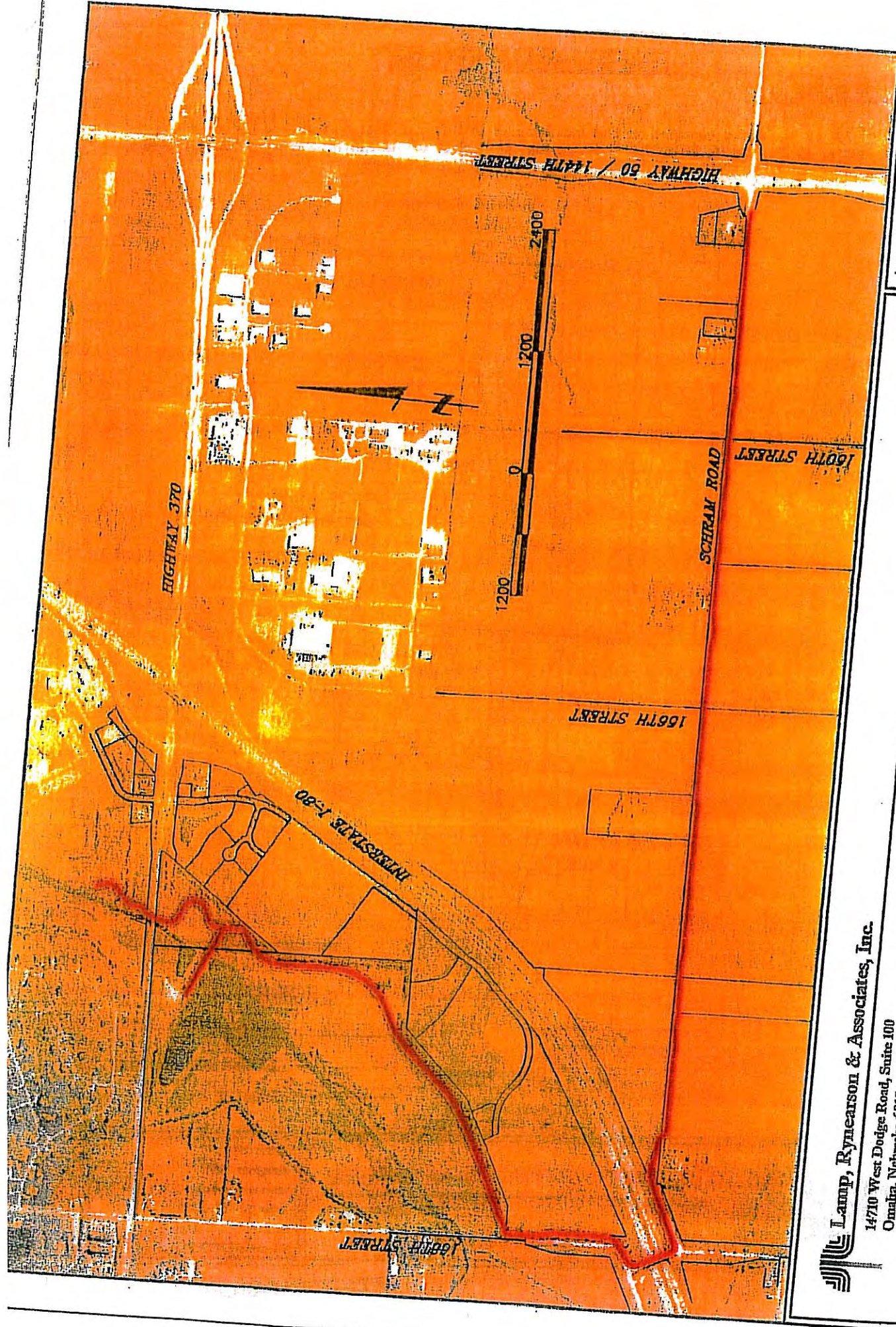
None.

### **NOTICE OF PUBLIC HEARING**

Please take notice that on February 10, 2011, at 7:00 p.m., the Board of Directors of the Papio-Missouri River Natural Resources District will hold a public hearing on the Mopac Trail Project which is located between Highway 50 and Chalco Hills Recreation Area, and on the acquisition of real property for the project. Such hearing will be held at the principal offices of the District at 8901 South 154<sup>th</sup> Street, Omaha, Nebraska 68138-3621.

At the hearing, the District shall explain the nature and necessity for the project, the reasons for selecting the particular location, and the right of each owner of property to be represented by an attorney and to negotiate and accept or reject the offer of damages which will be sustained by the proposed acquisition, and the right to require that such damages be determined pursuant to the procedures for acquisition by eminent domain. The District shall hear and consider any objections from any person.





**Lamp, Rynearson & Associates, Inc.**  
14710 West Dodge Road, Suite 100  
Omaha, Nebraska 68154-2027

[WWW.LRA-INC.COM](http://WWW.LRA-INC.COM)

(Ph) 402.496.2498  
(Fax) 402.496.2730

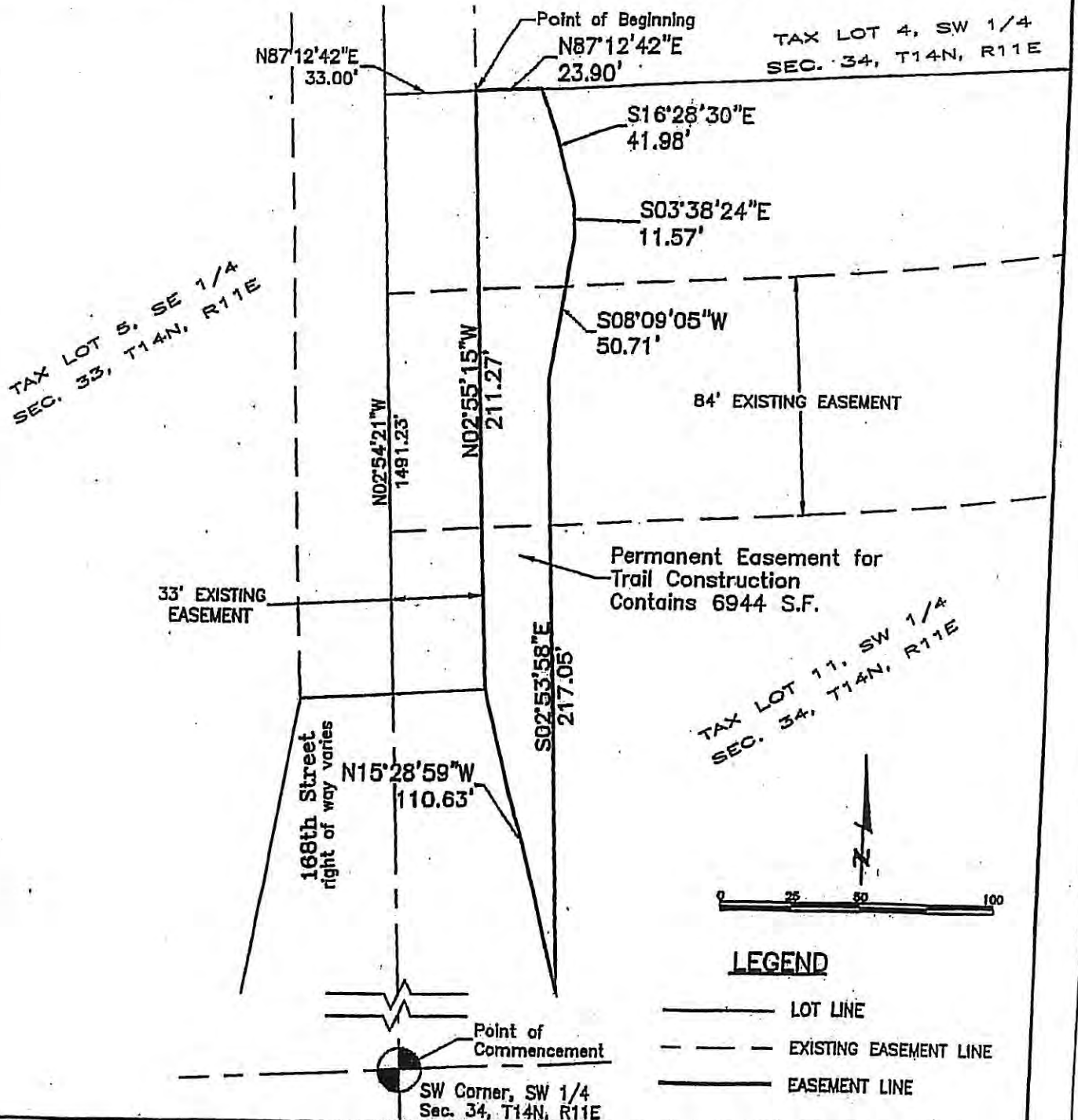
drawn by: ARJ  
designer: SWA  
job number-tasks: 06100.01-110  
date: 08-30-2009  
book: MOPAC TRAIL  
file name: EXHIBIT.dwg



# EASEMENT EXHIBIT

## LEGAL DESCRIPTION

A permanent easement for the construction and maintenance of trail over that part of Tax Lot 11 in the Southwest Quarter of Section 34, Township 14 North, Range 11 East of the 6th P.M., Sarpy County, Nebraska, described as follows: (SEE ATTACHED SHEET FOR COMPLETE LEGAL DESCRIPTION.)



**Lamp, Rynearson & Associates, Inc.**  
 14710 West Dodge Road, Suite 100  
 Omaha, Nebraska 68154-2027

WWW.LRA-INC.COM

(Ph) 402.496.2498.  
 (Fax) 402.496.2730

drawn by: ARJ  
 designer: SWA  
 job number-task: 06100.01-110  
 date: 12-22-2010  
 book: page:  
 file name: EASEMENT1.dwg

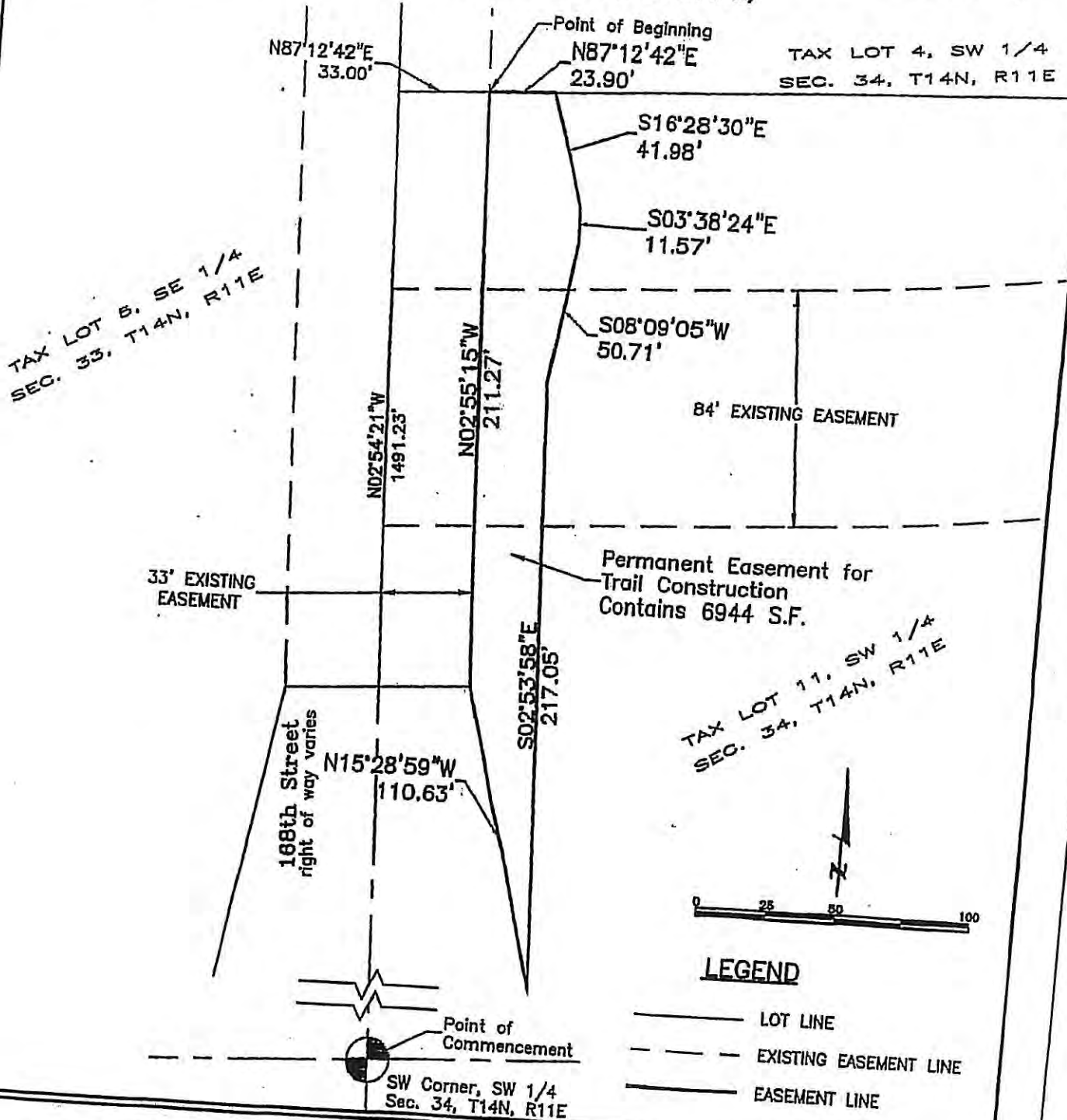
WESTERN PARCEL



# LEGAL DESCRIPTION

# EASEMENT EXHIBIT

A permanent easement for the construction and maintenance of trail over that part of Tax Lot 11 in the Southwest Quarter of Section 34, Township 14 North, Range 11 East of the 6th P.M., Sarpy County, Nebraska, described as follows: (SEE ATTACHED SHEET FOR COMPLETE LEGAL DESCRIPTION.)



**Lamp, Rynearson & Associates, Inc.**  
 14710 West Dodge Road, Suite 100  
 Omaha, Nebraska 68154-2027

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(Ph) 402.496.2498  
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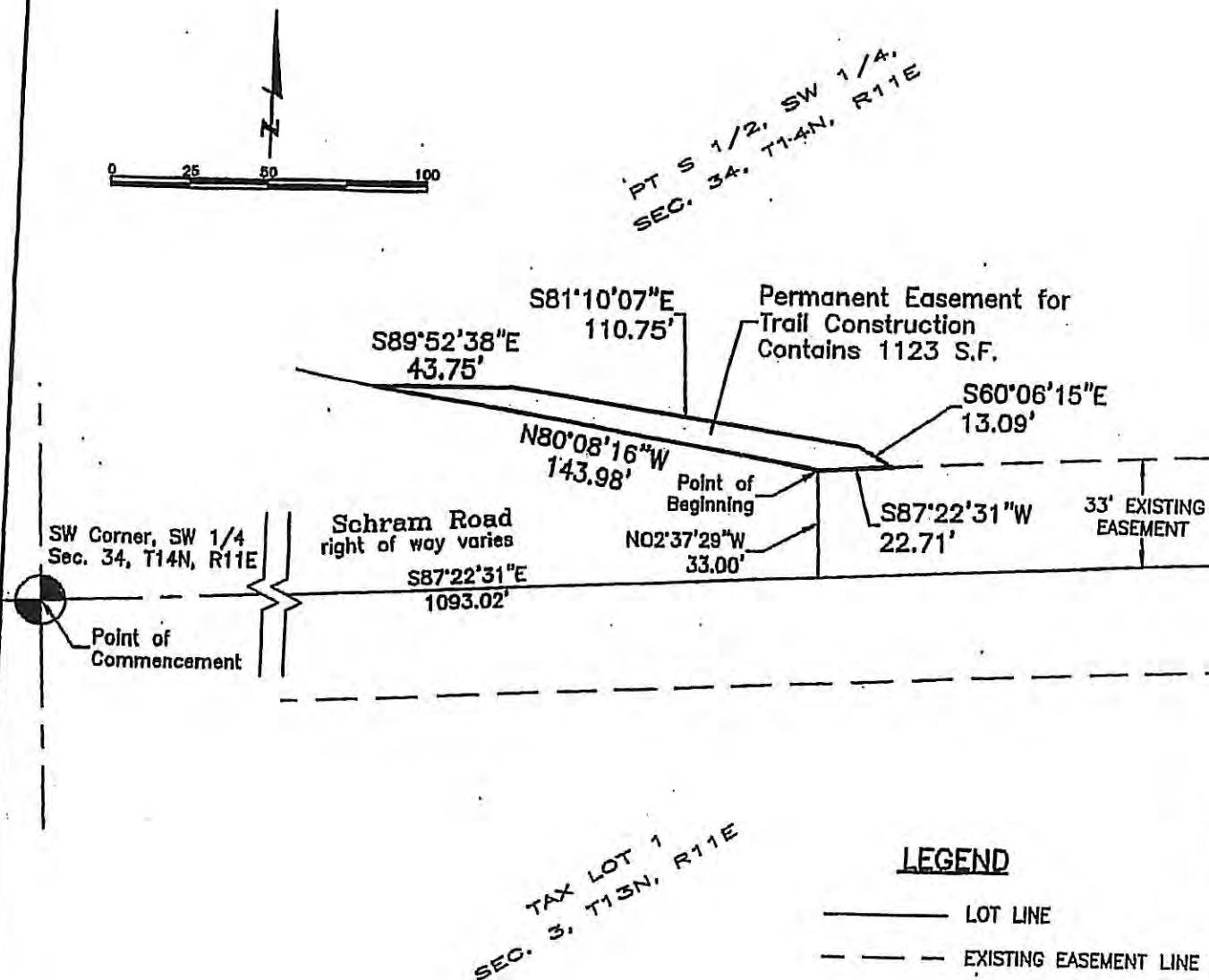
drawn by: ARJ  
 designer: SWA  
 job number-task: 08100.01-110  
 date: 12-22-2010  
 book: page:  
 file name: EASEMENT1.dwg

**WESTERN PARCEL**

# EASEMENT EXHIBIT

## LEGAL DESCRIPTION

A permanent easement for the construction and maintenance of trail over that part of the South Half of the Southwest Quarter of Section 34, Township 14 North, Range 11 East of the 6th P.M., Sarpy County, Nebraska, described as follows: (SEE ATTACHED SHEET FOR COMPLETE LEGAL DESCRIPTION.)



## LEGEND

- LOT LINE
- - - EXISTING EASEMENT LINE
- EASEMENT LINE

**Lamp, Rynearson & Associates, Inc.**  
14710 West Dodge Road, Suite 100  
Omaha, Nebraska 68154-2027

WWW.LRA-INC.COM

(Ph) 402.496.2498  
(Fax) 402.496.2730

drawn by: ARJ  
designer: SWA  
job number-lake: 08100.01-110  
date: 12-22-2010  
book: page:  
file name: EASEMENT2.dwg

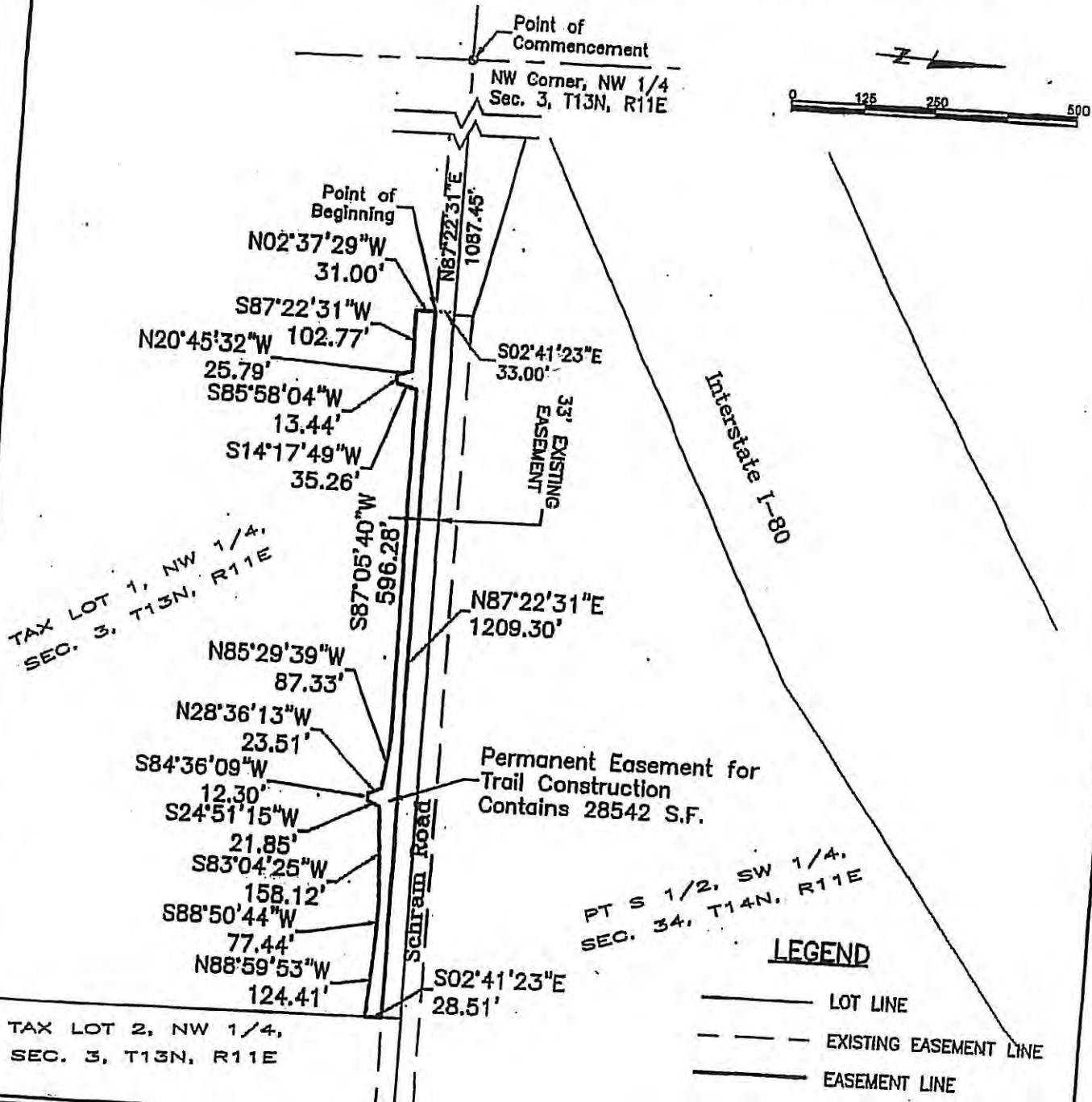
DOWD PARCEL



# EASEMENT EXHIBIT

## LEGAL DESCRIPTION

A permanent easement for the construction and maintenance of trail over that part of Tax Lot 1 in the Northwest Quarter of Section 3, Township 13 North, Range 11 East of the 6th P.M., Sarpy County, Nebraska, described as follows: (SEE ATTACHED SHEET FOR COMPLETE LEGAL DESCRIPTION.)



**Lamp, Ryneason & Associates, Inc.**  
14710 West Dodge Road, Suite 100  
Omaha, Nebraska 68154-2027

WWW.LRA-INC.COM

(Ph) 402.496.2498  
(Fax) 402.496.2730

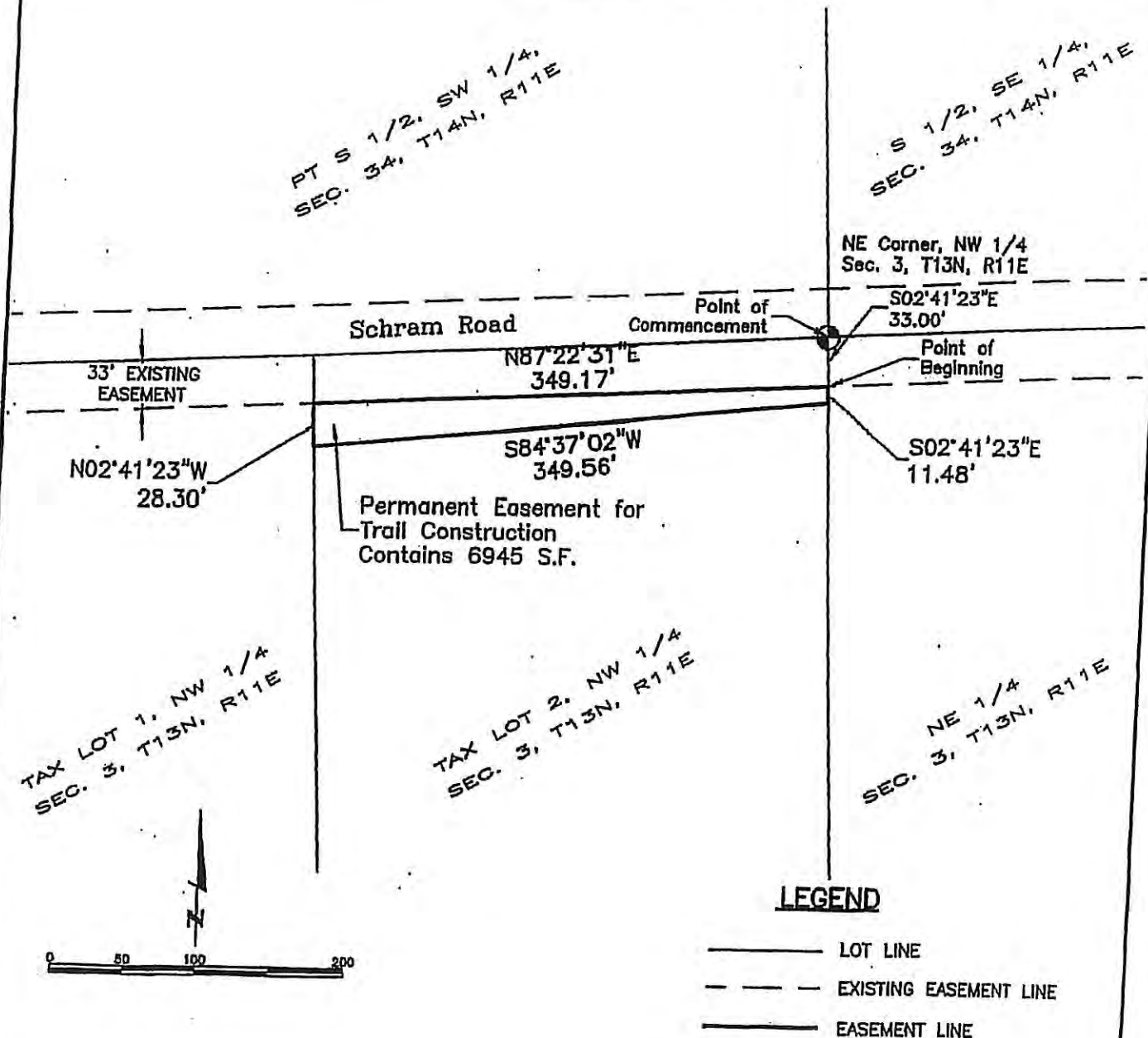
drawn by: ARJ  
designer: SWA  
job number-task: 06100.01-110  
date: 12-22-2010  
book: page:  
file name: EASEMENT3.dwg

EGGERS PARCEL

# EASEMENT EXHIBIT

## LEGAL DESCRIPTION

A permanent easement for the construction and maintenance of a trail over that part of Tax Lot 2 in the Northwest Quarter of Section 3, Township 13 North, Range 11 East of the 8th P.M., Sarpy County, Nebraska, described as follows: (SEE ATTACHED SHEET FOR COMPLETE LEGAL DESCRIPTION.)



## LEGEND

- LOT LINE
- EXISTING EASEMENT LINE
- EASEMENT LINE

**Lamb, Rynearson & Associates, Inc.**  
14710 West Dodge Road, Suite 100  
Omaha, Nebraska 68154-2027

WWW.LRA-INC.COM

(Ph) 402.496.2498  
(Fax) 402.496.2730

drawn by: ARJ  
designer: SWA  
job number-task: 06100.01-110  
date: 12-22-2010  
book: page:  
file name: EASEMENT4.dwg

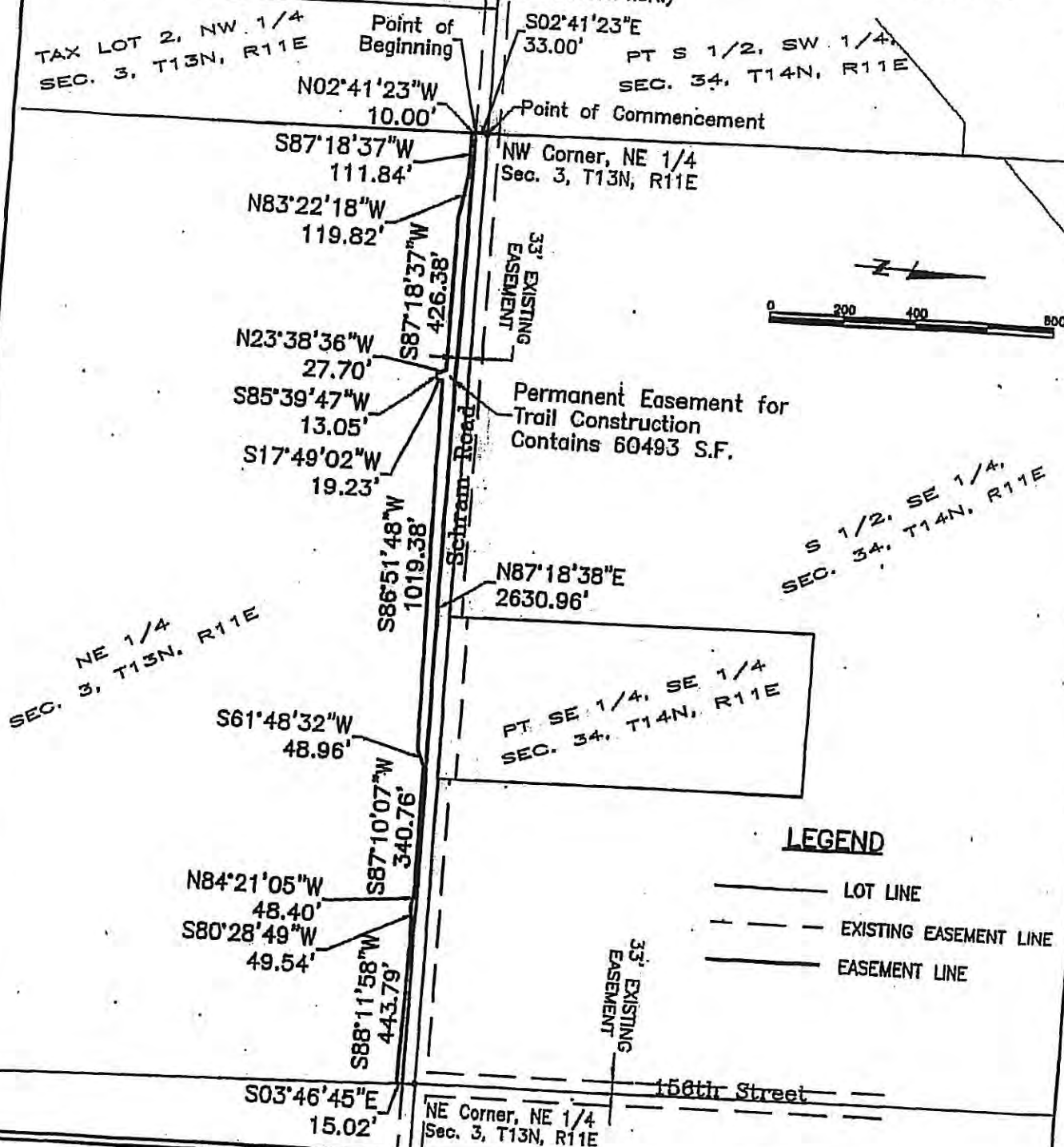
KRAMBECK PARCEL



# LEGAL DESCRIPTION

# EASEMENT EXHIBIT

A permanent easement for the construction and maintenance of trail over that part of the Northeast Quarter of Section 3, Township 13 North, Range 11 East of the 6th P.M., Sarpy County, Nebraska, described as follows: (SEE ATTACHED SHEET FOR COMPLETE LEGAL DESCRIPTION.)



**Lamp, Rynearson & Associates, Inc.**  
 14710 West Dodge Road, Suite 100  
 Omaha, Nebraska 68154-2027

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(Ph) 402.496.2498  
 (Fax) 402.496.2730

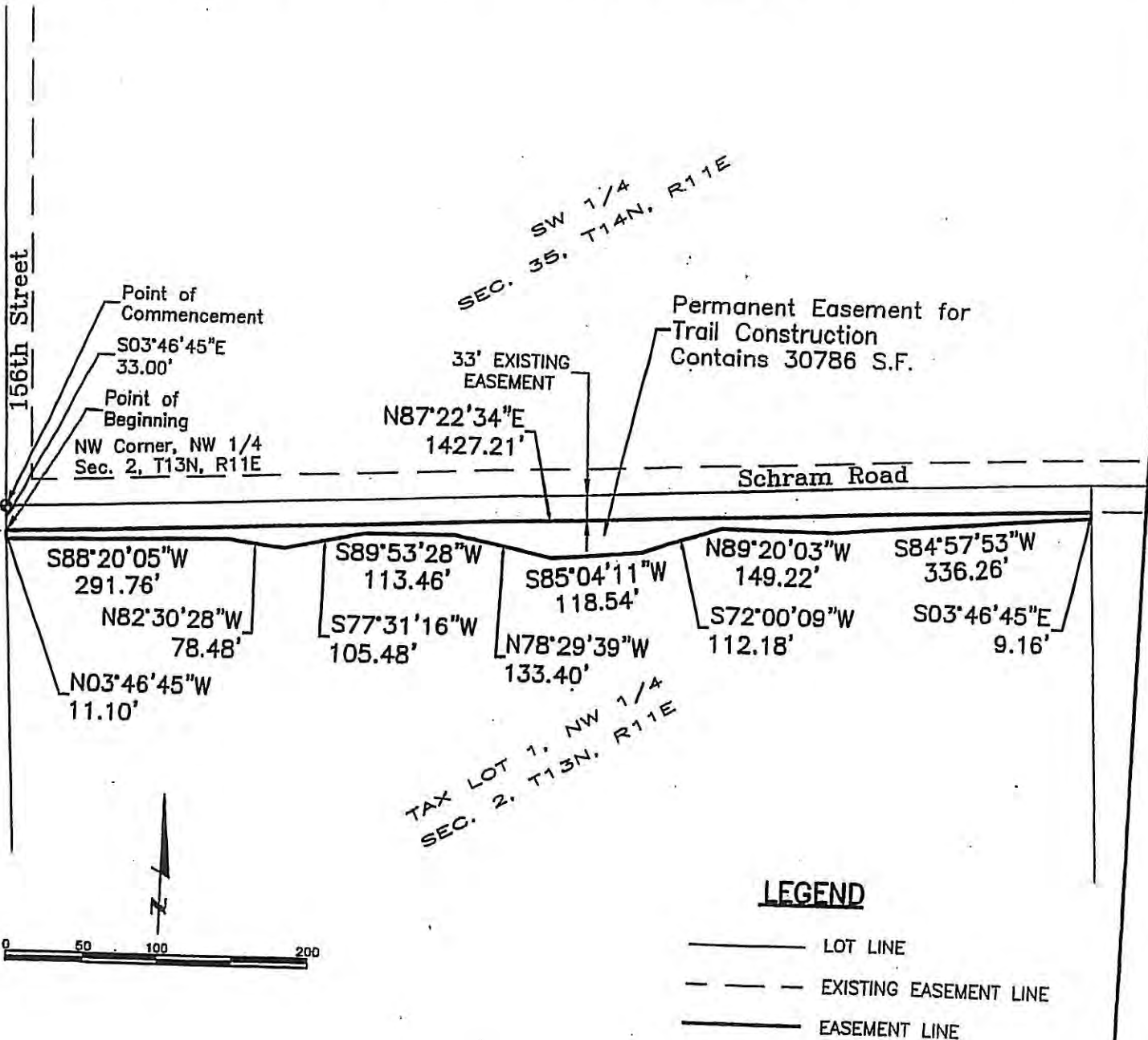
drawn by: ARJ  
 designer: SWA  
 job number-tasks: 06100.01-110  
 date: 12-22-2010  
 book: page:  
 file name: EASEMENT5.dwg

**SCHEWE PARCEL**

# EASEMENT EXHIBIT

## LEGAL DESCRIPTION

A permanent easement for the construction and maintenance of trail over that part of Tax Lot 1 in the Northwest Quarter of Section 2, Township 13 North, Range 11 East of the 6th P.M., Sarpy County, Nebraska, described as follows: (SEE ATTACHED SHEET FOR COMPLETE LEGAL DESCRIPTION.)



LYNANN PARCEL

**Lamp, Rynearson & Associates, Inc.**  
14710 West Dodge Road, Suite 100  
Omaha, Nebraska 68154-2027

WWW.LRA-INC.COM

(Ph) 402.496.2498  
(Fax) 402.496.2730

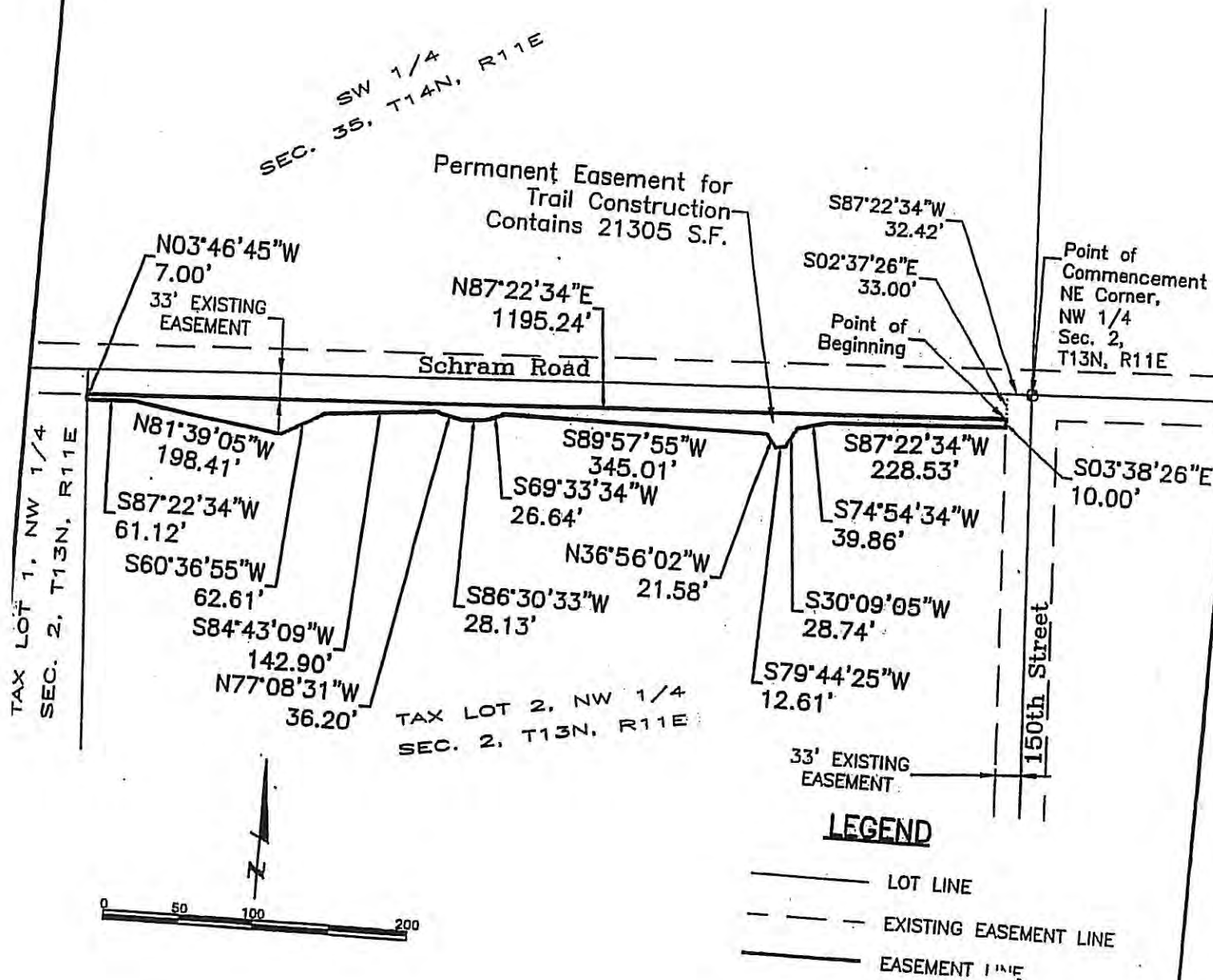
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designer: SWA  
job number-task: 06100.01-110  
date: 12-22-2010  
book: page:  
file name: EASEMENT6.dwg



# EASEMENT EXHIBIT

## LEGAL DESCRIPTION

A permanent easement for the construction and maintenance of a trail over that part of Tax Lot 2 in the Northwest Quarter of Section 2, Township 13 North, Range 11 East of the 6th P.M., Sarpy County, Nebraska, described as follows: (SEE ATTACHED SHEET FOR COMPLETE LEGAL DESCRIPTION.)



**GARDNER PARCEL**

**Lamp, Rynearson & Associates, Inc.**  
 14710 West Dodge Road, Suite 100  
 Omaha, Nebraska 68154-2027

WWW.LRA-INC.COM

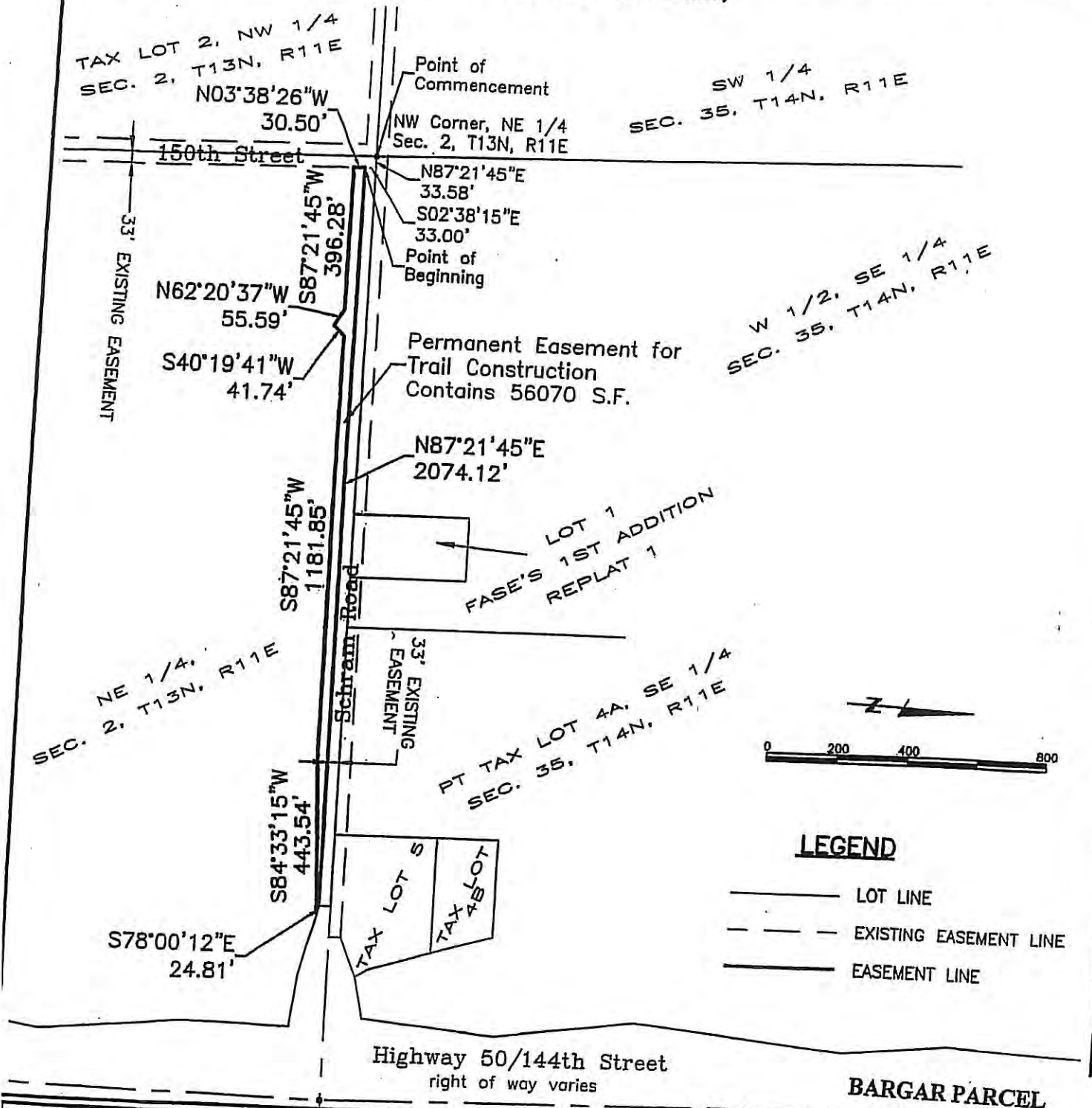
(Ph) 402.496.2498  
 (Fax) 402.496.2730

drawn by: ARJ  
 designer: SWA  
 job number-task: 06100.01-110  
 date: 12-22-2010  
 book: \_\_\_\_\_  
 page: \_\_\_\_\_  
 file name: EASEMENT7.dwg

# EASEMENT EXHIBIT

## LEGAL DESCRIPTION

A permanent easement for the construction and maintenance of a trail over that part of the Northeast Quarter of Section 2, Township 13 North, Range 11 East of the 6th P.M., Sarpy County, Nebraska, described as follows: (SEE ATTACHED SHEET FOR COMPLETE LEGAL DESCRIPTION.)



## LEGEND

- LOT LINE
- - - EXISTING EASEMENT LINE
- EASEMENT LINE

**Lamp, Rynearson & Associates, Inc.**  
 14710 West Dodge Road, Suite 100  
 Omaha, Nebraska 68154-2027

WWW.LRA-INC.COM

(Ph) 402.496.2498  
 (Fax) 402.496.2730

drawn by: ARJ  
 designer: SWA  
 job number-tasks: 06100.01-110  
 date: 12-22-2010  
 book: page:  
 file name: EASEMENT8.dwg

**BARGAR PARCEL**



# **PAPIO-MISSOURI RIVER NRD**

## **PUBLIC HEARING PROPOSED RIGHT-OF-WAY ACQUISITION MOPAC TRAIL (HWY 50 TO CHALCO HILLS) December 9, 2010**

### **List of Exhibits**

- Exhibit 1 -** Agenda
- Exhibit 2 -** Proof of Publication – Omaha World Herald – January 26 and February 2, 2011
- Exhibit 3 -** Notice of Proposed Acquisition and Public Hearing Notice
- Exhibit 4 -** Letter to Landowners
- Exhibit 5 -** Project Map
- Exhibit 6 -** Legal Descriptions
- Exhibit 7 -** Certified Mail Receipts
- Exhibit 8 -** Metro Area Trails Map – Paths of Discovery
- Exhibit 9**
- Exhibit 10**
- Exhibit 11**
- Exhibit 12**

**Papio-Missouri  
River NRD  
NOTICE OF  
PUBLIC HEARING**

Please take notice that on February 10, 2011, at 7:00 p.m., the Board of Directors of the Papio-Missouri River Natural Resources District will hold a public hearing on the Mopac Trail Project which is located between Highway 50 and Chalco Hills Recreation Area, and on the acquisition of real property for the project. Such hearing will be held at the principal offices of the District at 8901 S. 154th Street, Omaha, NE 68138-3621.

At the hearing, the District shall explain the nature and necessity for the project, the reasons for selecting the particular location, and the right of each owner of property to be represented by an attorney and to negotiate and accept or reject the offer of damages which will be sustained by the proposed acquisition, and the right to require that such damages be determined pursuant to the procedures for acquisition by eminent domain. The District shall hear and consider any objections from any person.

**Proof of publication**

**AFFIDAVIT**

State of Nebraska, County of Douglas, ss:

Joyce Sawatzki, being duly sworn, deposes and says that he/she is an employee of The Omaha World-Herald, a legal daily newspaper printed and published in the county of Douglas and State of Nebraska, and of general circulation in the Counties of Douglas, and Sarpy and State of Nebraska, and that the attached printed notice was published in the said newspaper on the 26 day of January and 2 day of February, 2011, and that said newspaper is a legal newspaper under the statutes of the State of Nebraska. The above facts are within my personal knowledge. The Omaha World-Herald has an average circulation of 153,944 Daily and 188,810 Sunday, in 2011.

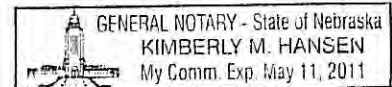
(Signed) \_\_\_\_\_

*Joyce Sawatzki*

Title: Account Executive

Subscribed in my presence and sworn to before me this 2nd day of February, 2011.

*Kimberly M. Hansen*  
Notary Public



Printer's Fee \$ \_\_\_\_\_  
Affidavit \_\_\_\_\_  
Paid By \_\_\_\_\_

FEB - 3 - 11