

EXISTING TRANSPORTATION PROFILE

OVERVIEW

Lexington's current transportation system allows for a variety of modes and vehicular types, including automobiles, bicycles, air service, railroad and public transit. The following section offers a more detailed description of Lexington's existing transportation system.

PRIMARY HIGHWAYS

There are currently four major highways in the study area. These four highways allow for higher traffic volumes and aim to increase mobility in and around the Lexington Area.

The primary highways currently serving the Lexington Area include the following:

- Interstate 80: I-80 is the only interstate highway in the study area. It runs east-west and abuts Lexington on its southern border. I-80 connects to the local roadway network via its intersection with north-south route U.S. 283.
- U.S. 30: U.S. 30 is locally known as Pacific Street. It runs east-west through Lexington bisecting the study area into two smaller regions, north and south. Union Pacific Railroad runs adjacent to the highway and limits access from U.S. 30 to the southern part of Lexington, with the exception of two at-grade crossings bordering the east and west edges of the study area. However, U.S. 30 does serve as a primary route to the northern part of the Lexington Area. (Picture: DSCN1022)
- U.S. 283: U.S. 283, which is locally known as Plum Creek Parkway, is the principal route between the City of Lexington and I-80. In addition, it serves as one of two main access points connecting the north and south portions of the study area with an above-grade crossing over U.S 30 and the Union Pacific Railroad.

- NE-21: NE-21 allows access into the study area from the north and is discontinued once it intersects U.S. 30. The highway also serves as a main intercity route as it provides accessibility to local roads, notably the Adams Street viaduct, that serve both north and south regions of the surrounding Lexington Area.

MAJOR INTERCITY ROUTES

There are several major routes that permit traffic flow throughout Lexington by distributing traffic to smaller roads while also connecting to the larger roadways mentioned above (e.g., I-80).

There are five north-south routes in the Lexington Area that are considered major intercity routes;

- Adams Street: Adams Street is one of two primary links connecting north and south Lexington. Adams Street turns into NE-21 north of U.S. 30 and serves as a major passageway in and out of Lexington.
- Jackson Street: Jackson Street is the second link which connects the north and south regions of Lexington. U.S. 283 turns into Jackson Street just north of U.S. 30 and is a major distributor of I-80 traffic into the City of Lexington.
- Taft Street: Taft Street runs along the eastern edge of Lexington's city limit and collects inbound traffic from U.S. 30 and distributes such traffic to smaller, local roads.
- Erie Street: Erie Street collects traffic from U.S. 30 and allows access to local streets as well as access to the major east-west route, 13th Street, to move traffic throughout Lexington.
- Airport Road, like Erie Street collects traffic from U.S. 30 and allows access to local streets. While currently on the edge of the city, Airport Road is gaining relevance as residential and recreation amenities are expanding in the Northwest.

In addition to the major north-south routes, there are three east-west routes which also transport high volumes of daily traffic.

- Prospect Road. Prospect Road sits approximately halfway between I-80 and U.S. 30. It serves Adams Street which allows access across U.S. 30 into the center of Lexington.
- Cattlemens Drive. Cattlemens Drive collects traffic from U.S. 283 (and subsequently I-80), and primarily serves Adams Street, which previously mentioned, allows access to local roads in the northern and southern areas of Lexington.
- 13th Street. 13th Street serves as a major route for intercity traffic. It collects and distributes traffic to and from every major north-south route explained above allowing traffic to move east-west throughout the study area. The airport, hospital, and several schools and parks abut 13th Street, or within a block.

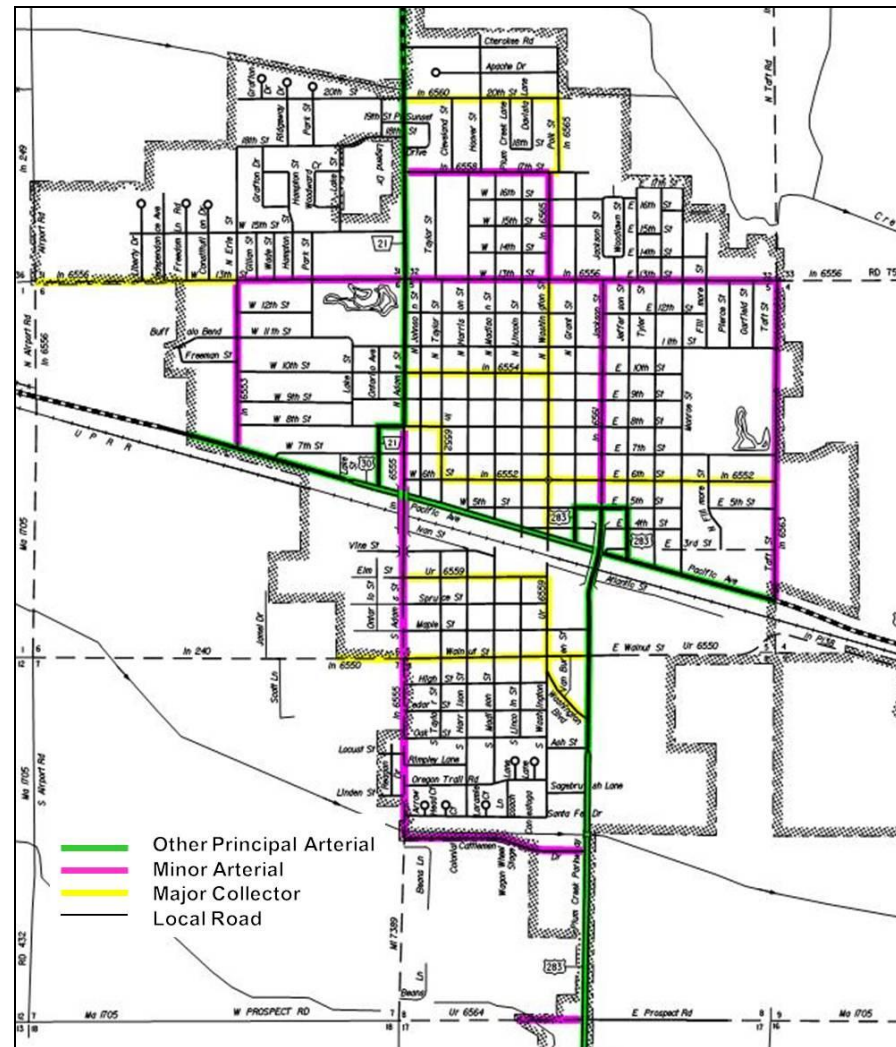


Figure 1: Roadways within the study area and the existing federal functional classifications.

Functional classification is the process by which streets and highways are grouped into classes or systems, according to the character of service they are intended to provide. Below is a brief explanation of the federal functional classifications

- Interstate (eg., I-80): A divided, limited access facility with no direct land access and no at-grade crossings or intersections. Interstates are intended to provide the highest degree of mobility serving higher traffic volumes and longer trip lengths.
- Other Principal Arterial (e.g., U.S. 30): Permit traffic flow through urban areas and between major destinations. Principal arterials carry a high proportion of the total urban travel, since movement and not necessarily access is the primary function.
- Minor Arterial (e.g., Adams Street, Cattlemens Drive): Collect and distribute traffic from principal arterials and interstates to streets of lower classification, and, in some cases, allow traffic to directly access destinations. Access to land use activities is generally permitted, but is oftentimes consolidated, shared, or limited to larger-scale users.
- Major Collector (e.g., 6th Street, Washington Street): Provide for land access and traffic circulation within and between residential neighborhoods and commercial and industry areas, as well as distribute traffic movements from these areas to arterial streets. Collectors do not typically accommodate long through trips and are not continuous for long distances.
- Local Road: Offer the lowest level of mobility and highest level of local property access. Local streets typically make up the largest percentage of street mileage and provide direct access to adjacent land uses.

TRAFFIC VOLUMES

Average daily traffic (ADT) volumes in the study area collected for existing conditions in 2009 by the Nebraska Department of Roads are shown in Figure 2.

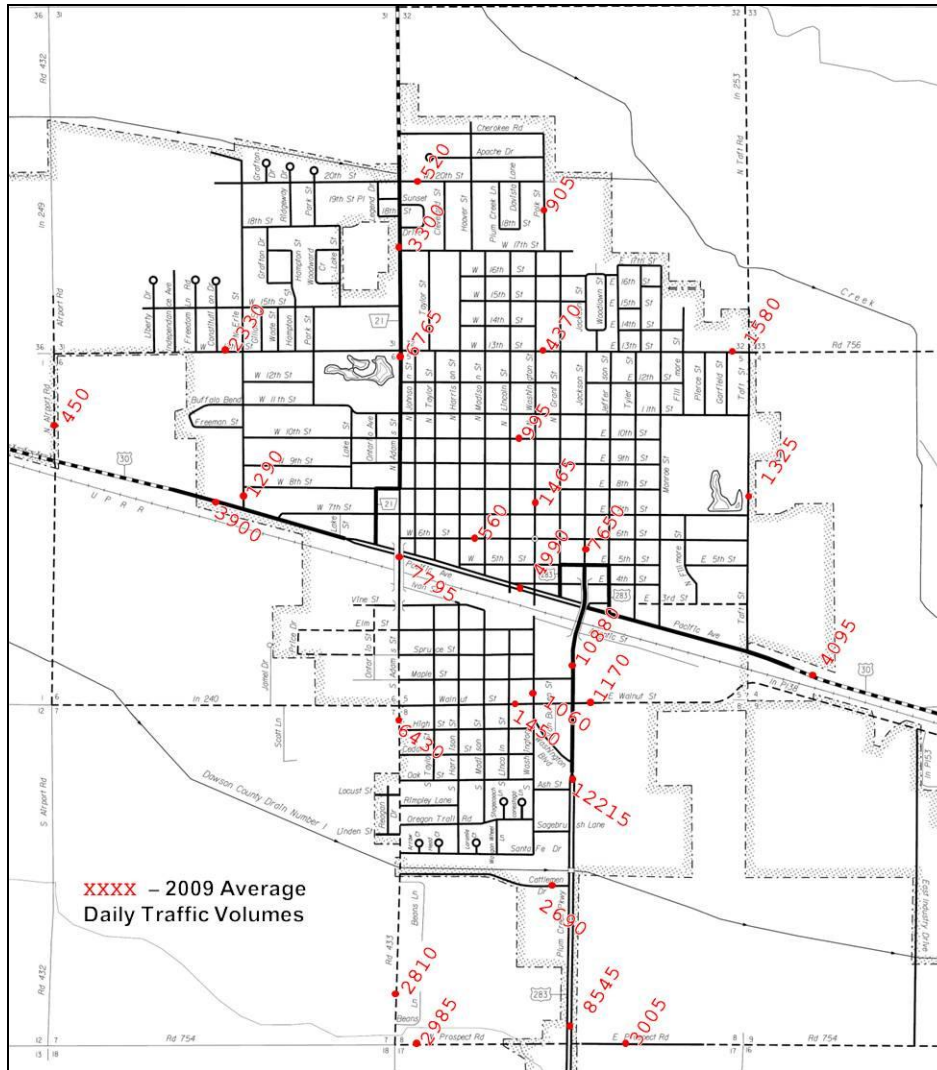


Figure 2: Average Daily Traffic Volumes.

MAJOR BRIDGES

There are two major bridges in the Lexington Area, both of which are used to cross over U.S. 30 as well as the Union Pacific Railroad tracks.

The easternmost bridge in Lexington is served by Jackson Street on the north, and U.S. 283 on the south, allowing direct access to and from I-80.



The bridge on the western side of Lexington is located on Adams Street, an arterial road, which turns into NE-21 just north of the bridge.

BICYCLE AND PEDESTRIAN FACILITIES

There are a number of bicycle and pedestrian facilities in and around the Lexington Area including sidewalks, on-road bicycle facilities and off-road paths.

Figure 3 shows existing on-road and off-road facilities in the Lexington Area.

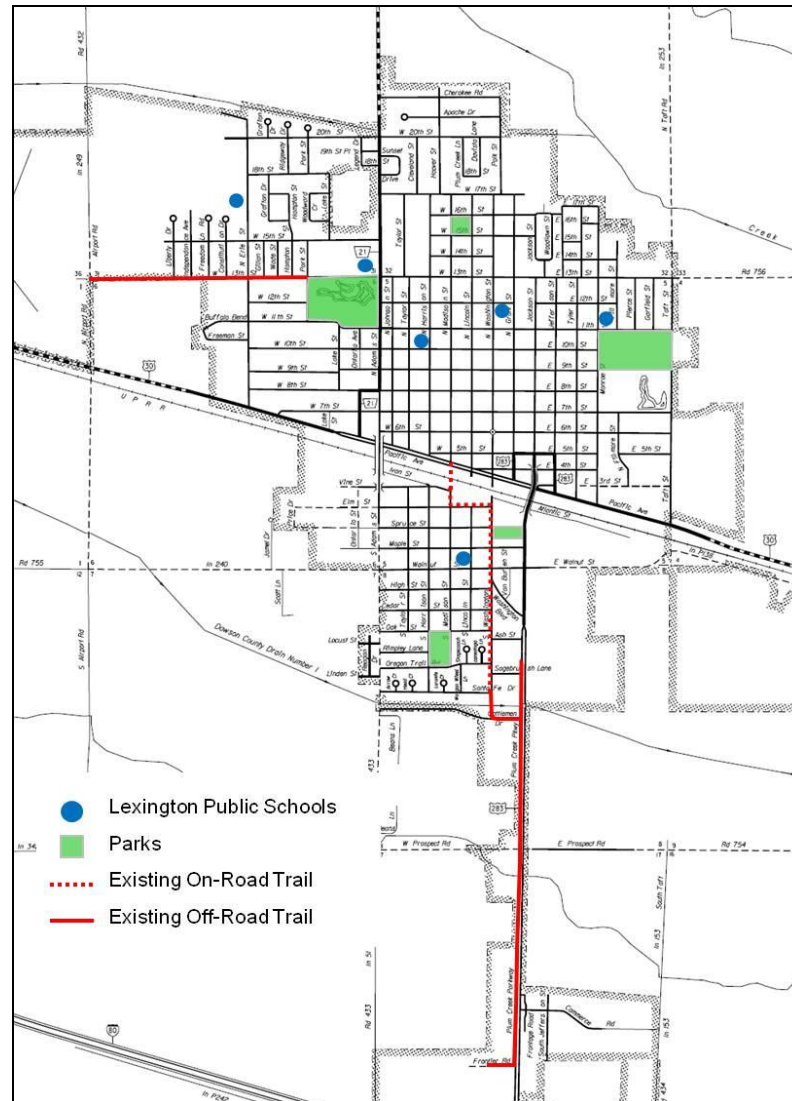


Figure 3: Bicycle and Pedestrian Facilities.

- Off-Road Facilities. Off-road facilities in Lexington are mostly comprised of shared-use paths for pedestrian and bicycle usage. Currently there are just under three miles of off-road paths in the area, most of which are adjacent to arterial roads. There are two main segments of off-road facilities. The longer of the two runs north-south, starting a quarter mile north of I-80, and stops just south of U.S. 30. The second segment, which is approximately one mile in length, runs east-west (adjacent to 13th street) from Airport Road to Plum Creek Park.





- On-Road Facilities. On-Road facilities, such as paved shoulders or bicycle lanes exist in certain areas of Lexington in order to provide connectivity to off-road facilities. Altogether there is about one mile of on-road facilities.

On-street bicycle lanes connect to the north-south, off-road bicycle and pedestrian path just south of U.S. 30 and continue over the highway by means of a grade-separated pedestrian and bicycle path.



AIR SERVICE

The Lexington Area is currently served by Jim Kelly Field for air-related transportation services. Jim Kelly Field is located at 13th Street and Airport Road and is directly accessible from U.S. 30. Most air-travel to and from Jim Kelly field occurs seasonally from June to August and remains within a 40 mile radius of the Lexington Area.

There are two existing runways at Jim Kelly Field. The larger runway, with dimensions of 5,497 feet long by 100 feet wide, is paved with concrete and is currently in excellent condition. The second runway is 3,200 feet long by 250 feet wide and remains unpaved. Because of limited space, these two runways do not provide room for any future improvements. However, there is space for a third runway (4,600' x 75'), in which future plans indicate construction within the next 20 years. Source: Lexington, Nebraska Airport Layout Plan, 2011.

RAILROAD

The study area is currently served by a single, major railroad, Union Pacific. The railroad tracks run east-west, adjacent to U.S. 30, bisecting Lexington into two sections, north and south. Currently, more than 100 freight trains run through Lexington daily.

There are two at-grade crossings anchoring the east and west borders of the study area. The at-grade crossing to the east is on County Road 435. The at-grade crossing to the west is on Airport Road. Both crossings allow north-south access across the railroad tracks for vehicular traffic. (Picture: DSCN1003, DSCN1005)





PUBLIC TRANSIT

Lexington and surrounding areas are currently served by one public transportation company, The Dawson County Handi Bus (DCHB). The DCHB provides full-day service in Lexington on Monday and Friday, as well as morning service each Wednesday. Service is also provided one day a week in surrounding areas for inbound Lexington traffic from Eddyville, Sumner and Overton.