

**MINUTES
LANCASTER COUNTY BOARD OF COMMISSIONERS
TUESDAY, NOVEMBER 17, 2009
COMMISSIONERS HEARING ROOM, ROOM 112
FIRST FLOOR, COUNTY-CITY BUILDING
7:00 P.M.**

Commissioners Present: Ray Stevens, Vice Chair
Larry Hudkins
Deb Schorr
Bob Workman

Commissioners Absent: Bernie Heier, Chair

Others Present: Don Thomas, County Engineer
Cori Beattie, Deputy County Clerk
Angela Zocholl, County Clerk's Office

The location announcement of the Nebraska Open Meetings Act was given.

1) **PUBLIC HEARING:**

A. **One and Six-Year Road and Bridge Improvement Program for July 1, 2010, through June 30, 2015.**

Copies of the Lancaster County Road and Bridge Construction Program Fiscal Year 2010 were made available (Exhibit A).

The Vice Chair opened the public hearing and introduced Don Thomas, County Engineer.

Thomas welcomed everyone to the Fiscal 2010 One and Six-Year Road and Bridge Improvement public hearing. He highlighted completed improvements for Fiscal Year 2009, offered some general comments about the road program, and gave a summary of the 2010 program (Exhibit B).

Thomas submitted letters he received from Wes Furrer regarding NW 70th Street (Exhibit C), Diocese of Lincoln regarding S. 1st Street (Exhibit D) and Jerome and Janis Cox regarding Rokeby Road (Exhibit E).

Dave Dykman, Hickman, was administered the oath.

Dykman distributed an outline of what had previously been discussed (Exhibit F), highlighting the following:

- Dykman confirmed with Thomas that paving of 82nd Street from Hickman Road to Roca Road would be finished in 2010.
- Dykman confirmed with Thomas that engineering of 82nd Street from Roca Road to Saltillo Road would be finished in 2011.
- Dykman questioned the status of 68th Street from Roca Road to the Hickman city limits. Thomas said the engineering was done, and the right-of-way should be finished in 2010.
- Dykman questioned the right-of-way on 54th Street from Roca Road to Hickman Road. Thomas said it is in the plans, but it is currently not scheduled.
- Dykman asked if the box culvert on 56th Street is a bridge or just a culvert. Thomas said it would all be done as a part of the bridge.
- Dykman inquired about the paving of 68th Street to the Hickman city limits. Thomas said he currently could not answer that question.

Dykman thanked Thomas for his help on the projects.

Thomas stated they were working on 54th Street and 82nd Street for alternate access.

Stevens asked Thomas about the estimated downtime for 68th Street construction on the viaduct. Thomas said 14-15 months.

Brett Baker, Hickman, was administered the oath.

Baker thanked Thomas and his Engineering department for their work. He expressed his concerns over increased traffic on 68th Street from Hickman to south of the new viaduct. Baker asked to visit with the Engineering department to discuss plans for north of the viaduct.

Vicky Moser, Lincoln, was administered the oath.

Moser said she lives on Rokeby Road and runs a kennel business. She stated she has had several complaints from her customers about ruts in the road. Moser questioned how the Engineering Department determines which projects take priority.

Thomas said the first thing they look at is traffic counts. He explained each road can also have extenuating circumstances, such as the number of houses on the road, which effect priority status.

Bob Caldwell, Lincoln, was administered the oath.

Caldwell stated he lives in the Nealrene Acres neighborhood and had submitted a petition the previous year to pave Rokeby Road between 56th Street and 70th Street. He asked that other circumstances besides traffic count be considered: connecting pavement to pavement (56th to 70th) for increased safety, reducing dust for houses closely located to

the road, and connecting the paved neighborhood road to another paved road to eliminate ruts for neighborhood traffic.

Schorr said several people had written letters, in addition to the people appearing at the public hearing, supporting the paving of Rokeby Road. Schorr requested this road be moved from the six-year program into the standby program for additional consideration in the coming year.

Tony Ojeda, Roca, was administered the oath.

Ojeda thanked the Commissioners for their service. He said his property backs up to W. Wittstruck Road and SW 14th Street. He expressed his concern over SW 14th Street from W. Bennett Road to W. Wittstruck Road due to new acreages being built, particularly ones with children. Ojeda stated there are several ruts in the road, and the large building built for a new camp off W. Wittstruck Road would increase traffic.

Thomas explained traffic counts occur for three weekdays between May and September when school is not in session and the weather is nice. He said his office would try to work in requests from the public for traffic counts.

Nancy Alley, Lincoln, was administered the oath.

Alley stated she was part of the Rokeby group and referred to a letter Thomas had received from the Coxes. She asked Thomas for answers to the questions in the letter. Thomas stated he would send her his response.

Jerry David, Lincoln City Church, was administered the oath.

David inquired about the status of S. 1st Street.

Thomas said the plans will be finished in 2010, and right-of-way acquisition the following year.

David submitted and read a letter from the Diocese of Lincoln pertaining to paving of S. 1st Street (Exhibit G).

David asked to see progress and offered to do whatever possible to help expedite the process. He noted the traffic is a lot heavier on weekends when traffic counts are not normally taken.

The Board discussed the possibility of taking a traffic count on a weekend or during the school year.

Norman L. Ford, W. Pleasant Hill Road, was administered the oath.

Ford asked Thomas to consider paving W. Pleasant Hill Road between SW 12th Street and Coddington.

Schorr read a letter submitted from Steven White regarding the pavement of S. 120th Street from Highway 2 to Bennett (Exhibit H).

Stevens read a letter submitted from John Virts regarding the pavement of SW 14th Street from Bennett Road to Highway 33 (Exhibit I).

County Engineering employees in attendance introduced themselves: Ken Schroeder, Erik Hubl, Virgil Dearmont, Jim Plouzek, Jim Shotkoski, Bob Jacobs, Jeff Manske, Larry Ahrens, Harold Baker, Dave Halla and Doug Pillard.

Workman and Hudkins thanked everyone that attended and testified.

Hudkins noted some projects have been held up by funds that never came through.

The Vice Chair closed the public hearing.

2) **ADJOURNMENT**

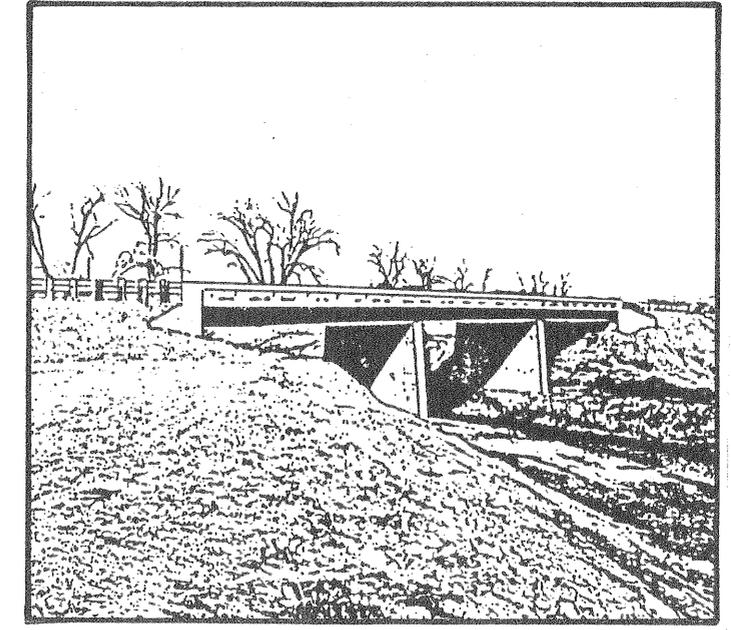
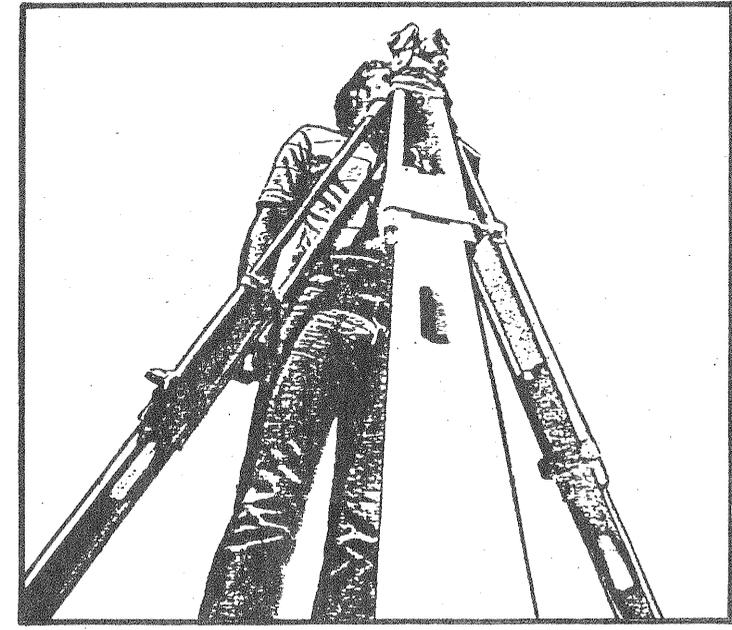
MOTION: Hudkins moved and Schorr seconded to adjourn at 8:10 p.m. .Hudkins, Schorr, Workman and Stevens voted aye. Motion carried 4-0.

Cori R. Beattie

Cori Beattie
Lancaster County Deputy Clerk



LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM FISCAL YEAR 2010



LANCASTER COUNTY ENGINEERING DEPARTMENT

FISCAL YEARS 2010 AND 2011 - 2015

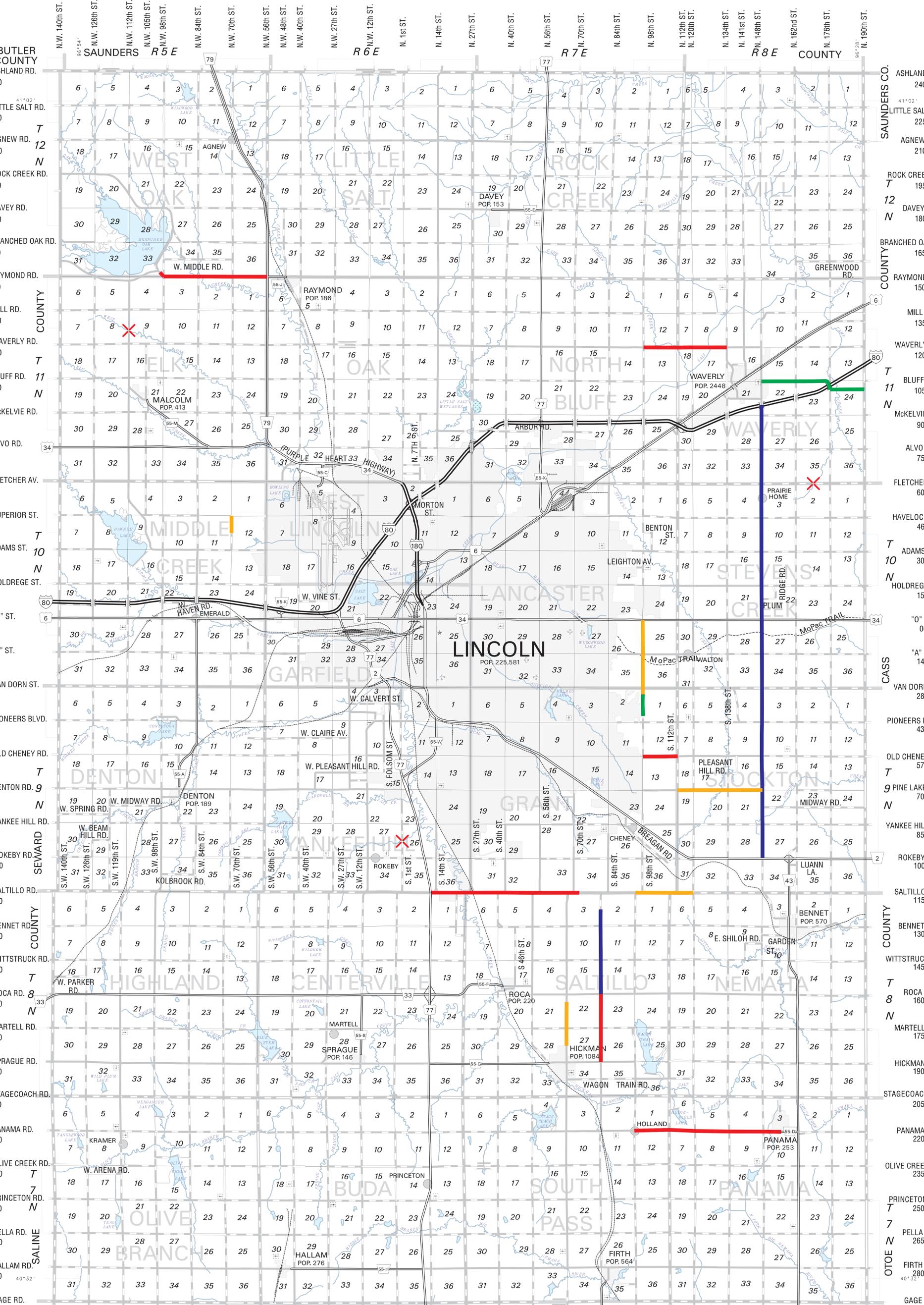
Normally projects that are programmed for work in Fiscal Year 2010 are also included in Fiscal Years 2011 - 2015 being advanced one step.

Projects that are included in Fiscal Year 2010 program on a "stand-by" basis are repeated in the Fiscal Years 2011 - 2015 program listings at the next advanced step. They are included on the Fiscal Years 2011 - 2015 map of programmed work at the advanced step.

The County Board has indicated that unless projects are included in the Comprehensive Plan's "Future Paved County Street and Road Network" that they will not be approved for pavement unless the Comprehensive Plan is amended accordingly. Therefore, in such instances, projects are not advanced in the 2011 - 2015 listings.

LANCASTER COUNTY, NEBRASKA

PROPOSED HIGHWAY IMPROVEMENT PROGRAM - FISCAL YEAR 2010



<p>S.W. 142nd ST.</p> <p>S.W. 128th ST.</p> <p>S.W. 114th ST.</p> <p>S.W. 100th ST.</p> <p>S.W. 86th ST.</p> <p>S.W. 72nd ST.</p> <p>S.W. 58th ST.</p> <p>S.W. 42nd ST.</p> <p>S.W. 29th ST.</p> <p>S.W. 14th ST.</p> <p>S.W. 2nd ST.</p> <p>S. 12th ST.</p> <p>S. 25th ST.</p> <p>S. 38th ST.</p> <p>S. 54th ST.</p> <p>S. 68th ST.</p> <p>S. 82nd ST.</p> <p>S. 96th ST.</p> <p>S. 110th ST.</p> <p>S. 120th ST.</p> <p>S. 134th ST.</p> <p>S. 148th ST.</p> <p>S. 162nd ST.</p> <p>S. 176th ST.</p> <p>S. 190th ST.</p>	<p>GAGE R 5 E</p> <p>SAUNDERS R 5 E</p> <p>R 6 E</p> <p>R 7 E</p> <p>R 8 E</p> <p>COUNTY</p> <p>JOHNSON COUNTY</p>	<p>INTERSTATE HIGHWAY</p> <p>U.S. HIGHWAY</p> <p>STATE HIGHWAY</p> <p>PAVED ROAD</p> <p>GRAVEL ROAD</p> <p>DIRT ROAD</p> <p>DAM WITH ROAD ON TOP</p> <p>ROAD MAINTAINED BY ADJOINING COUNTY</p> <p>RAILROAD</p> <p>MOPAC TRAIL</p> <p>CEMETERY</p>	<p>COUNTY BOUNDARY</p> <p>TOWNSHIP LINE</p> <p>SECTION LINE</p> <p>UNINCORPORATED VILLAGE</p> <p>INCORPORATED VILLAGE OR CITY</p> <p>SUBDIVISION</p> <p>MAJOR PARKS</p> <p>RIVER OR CREEK</p> <p>LAKE OR POND</p> <p>RESERVOIR WITH DAM</p> <p>WETLANDS</p>	<p>SOURCE:</p> <p>Lancaster County Records, Lancaster County Engineering Department 1992 Lancaster County Map, Lancaster County Engineering Department Census Bureau TIGER Line Data, U.S. Department of Commerce Digital Aerial Orthophotography, Nebraska Natural Resources Commission U.S.G.S. Topographic Quadrangles, U.S. Department of the Interior</p>	<p>PROPOSED IMPROVEMENTS</p> <p>PAVING</p> <p>GRADING</p> <p>ENGINEERING</p> <p>RIGHT OF WAY</p> <p>BRIDGES</p>	<p>LANCASTER COUNTY ENGINEERING DEPARTMENT 444 Cherrycreek Road Bldg. C Lincoln, Nebraska 68528 Tel: 402-441-7681 Fax: 402-441-8692</p> <p>Plotfile: /filesx/don/dontsm.aml</p>	<p>0 1 2 3 MILES</p> <p>0 1 2 3 4 KILOMETERS</p>	<p>COPYRIGHT © 2009 - LANCASTER COUNTY ENGINEERING DEPARTMENT, NEBRASKA, U.S.A.</p>
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LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2010

C = County \$4,649,400
S = State \$ 369,000
L = City of Lincoln \$ 300,000
F = Federal \$ 425,000

ROADS

STANDBY PROJECTS

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	A.D.T. LATEST COUNT	TOWNSHIP	LOCATION FROM SECTIONS	LENGTH	TYPE OF IMPROVEMENT	DESIGN STANDARD	ESTIMATED COST
S. 1 st Street	C55-O-412(1)	Local	Gravel	161	Yankee Hill	W-2	0.5 Mile	ROW	ROA-1	12,000
N. 27 th Street	C55-G-407(2)	Local	Gravel	201-259	North Bluff	W-18,19	1.5 Miles	Engineering	ROA-1	25,000
S. 68 th Street	C55-X-402(4)	Other Arterial	Pavement	2,211-3,123	South Pass	W-3,10,15	3.0 Miles	2 nd Stage Pavement	N/A	400,000
NW 70 th Street	C55-#82	Local	Dirt	13	Middle Creek	W-12	0.5 Mile	Rock Surfacing	RL-3	4,000
N. 112 th St.	C55-J-401(1)	Other Arterial	Gravel	270-381	Stevens Creek	W-18,19	2.0 Miles	Engineering	RUTS	60,000
S. 120 th St.	C55-QR-408(1)	Other Arterial	Gravel	443	Nemaha Stockton	W-5 W-32	1.2 Miles	Paving	ROA-1	391,000
N. 141 st St.	C55-#11	Local	Dirt	10	Mill	In 16	1.0 Mile	Rock Surfacing	RL-3	8,000
S. 162 nd St.	C55-#109	Local	Dirt	5	Nemaha	W-14	0.25 Mile	Rock Surfacing	RL-3	2,000
W. Agnew Road	C55-D-401(2)	Other Arterial	Gravel	365	West Oak	S-12	0.1 Mile	Pavement	ROA-1	50,000
W. Alvo road	C55-F-406(3)	Local	N/A	0	Oak	In 34	0.2 Mile	Grading, Rock Surfacing	RUTS	20,000
Arbor Road	C55-G-408(3)	Local	Gravel	10	North Bluff	In 27	0.7 Mile	ROW, Grading, Structures, Pavement	ROA-1	300,000
Ashland Rd	C55-#14	Local	Dirt	4	Mill	N-3	0.65 Mile	Rock Surfacing	RL-3	5,200
Bennet Road	C55-#116	Local	Dirt	9	Saltillo	S-2	0.4 Mile	Rock Surfacing	RL-3	3,200
Branched Oak Road	C55-#23	Local	Dirt	16	Rock Creek	S-26	1.0 Mile	Rock Surfacing	RL-3	8,000

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2010

BRIDGES

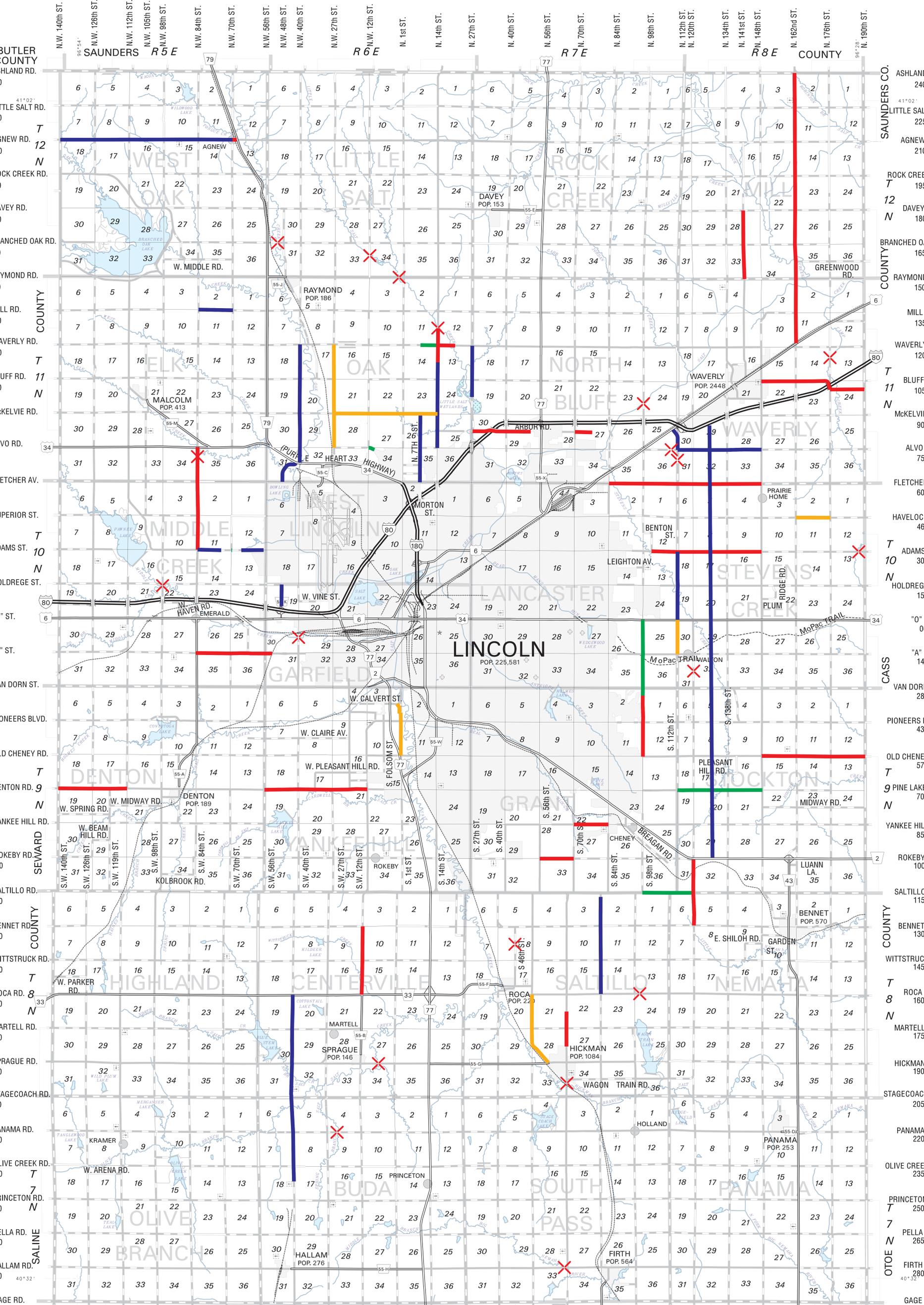
----Transferred to Six-Year Program

STANDBY BRIDGES

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	A.D.T. LATEST COUNT	TOWNSHIP	LOCATION FROM SECTIONS	COUNTY BRIDGE NO.	ROADWAY WIDTH	TYPE OF IMPROVEMENT	H-LOADING	ESTIMATED COST
W. Raymond Rd	BR-3370(2)	Other Arterial	Asphalt	4,283	Little Salt	S-34	G-91	32'	140' C.C.S.	HL-93	771,563
SW 40 th St	STPN-BR-TMT-5267(1)	Local	Gravel	261	W.Lincoln-Garfield	W-29	L-218	42'	170' C.G.B.	HL-93	782,709
NW 98 th St.	BRO-7055(102)	Local	Gravel	67	Middle Creek	W-22	M-127	28'	155' P.C.G.	HL-93	748,295
Hickman Viaduct	C55-S-401(6)	Other Arterial	Asphalt	3,197	Saltillo	W-34	S-26	48'	745' RR Viaduct	HS-25	5,353,339
W. Sprague Road	BR-3280(4)	Other Arterial	Asphalt	627	Centerville	S-27	T-108	30'	125' C.C.S.	HL-93	716,092

ALL BRIDGES ARE DESIGNED WITH REGARD TO ENVIRONMENTAL COMPATIBILITY

PROPOSED HIGHWAY IMPROVEMENT PROGRAM - FISCAL YEARS 2011-2015



<p>S.W. 142nd ST. S.W. 128th ST. S.W. 114th ST. S.W. 100th ST. S.W. 86th ST. S.W. 72nd ST. S.W. 58th ST. S.W. 42nd ST. S.W. 29th ST. S.W. 14th ST. S.W. 2nd ST. S. 12th ST. S. 25th ST. S. 38th ST. S. 54th ST. S. 68th ST. S. 82nd ST. S. 96th ST. S. 110th ST. S. 120th ST. S. 134th ST. S. 148th ST. S. 162nd ST. S. 176th ST. S. 190th ST.</p>	<p>GAGE R 5 E SAUNDERS R 6 E LINCOLN R 7 E WAVERTY R 8 E</p>	<p>INTERSTATE HIGHWAY U.S. HIGHWAY STATE HIGHWAY PAVED ROAD GRAVEL ROAD DIRT ROAD DAM WITH ROAD ON TOP ROAD MAINTAINED BY ADJOINING COUNTY RAILROAD MOPAC TRAIL CEMETERY</p>	<p>COUNTY BOUNDARY TOWNSHIP LINE SECTION LINE UNINCORPORATED VILLAGE INCORPORATED VILLAGE OR CITY SUBDIVISION MAJOR PARKS RIVER OR CREEK LAKE OR POND RESERVOIR WITH DAM WETLANDS</p>	<p>SOURCE: Lancaster County Records, Lancaster County Engineering Department 1992 Lancaster County Map, Lancaster County Engineering Department Census Bureau TIGER/Line Data, U.S. Department of Commerce Digital Aerial Orthophotography, Nebraska Natural Resources Commission U.S.G.S. Topographic Quadrangles, U.S. Department of the Interior</p>	<p>PROPOSED IMPROVEMENTS</p> <ul style="list-style-type: none"> — PAVING — GRADING — ENGINEERING — RIGHT OF WAY X BRIDGES 	<p>LANCASTER COUNTY ENGINEERING DEPARTMENT 444 Cherrycreek Road Bldg. C Lincoln, Nebraska 68528 Tel: 402-441-7681 Fax: 402-441-8692</p> <p>Plotfile: /filesx/don/dontsm2.aml</p>	<p>0 1 2 3 MILES 0 1 2 3 4 KILOMETERS</p> <p>COPYRIGHT © 2009 - LANCASTER COUNTY ENGINEERING DEPARTMENT, NEBRASKA, U.S.A.</p>
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LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2011 - 2015

ROADS

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	A.D.T. LATEST COUNT	TOWNSHIP	LOCATION FROM SECTIONS	LENGTH	TYPE OF IMPROVEMENT	DESIGN STANDARD	ESTIMATED COST
S. 1 st Street	C55-O-408(4)	Local	Gravel	121	Yankee Hill	W-11	1.0 Mile	ROW	ROA-1	25,000
N. 7 th Street	C55-F-418(1)	Local	Gravel	252	Oak	In 26 & 35	2.0 Miles	Engineering	RL-1	20,000
SW 14 th Street	RS- 532(14)	Other Arterial	Gravel	289-521	Centerville	W-15,10	2.0 Miles	Pavement	ROA-1	680,000
N. 14 th Street	C55-F-417(2)	Other Arterial	Pavement	2,719-2,837	Oak	W-13,24,25	2.5 Mile	Engineering	ROA-1	45,000
N. 14 th Street & Waverly Road	C55-F-417(3)	Other Arterial	Pavement Gravel	273-2,657	Oak	S-11,12 W-12,13	1.0 Mile	Pavement, Grading & Structures	ROA-1	500,000
N. 27 th Street	C55-G-407(2)	Local	Gravel	201-259	North Bluff	W-18, 19	1.5 Miles	ROW	ROA-1	50,000
NW 27 th Street	C55-F-415(3)	Collector	Gravel	173-252	Oak	W-16,21,28	3.0 Miles	ROW	ROA-1	80,000
NW 40 th Street	C55-F-419(1)	Local	Gravel	190	Oak	W-32,29,20,17	3.5 Miles	Engineering	ROA-1	40,000
SW 42 nd Street	C55-TW-401(1)	Other Arterial	Gravel	149-214	Centerville Buda	W-20,29,32 W-5,8,17	5.5 Miles	Engineering	ROA-1	55,000
NW 48 th Street	C55-F-414(2)	Other Arterial	Pavement	3,877	Oak	In 31	0.8 Mile	Engineering (4 lanes)	Urban Section	20,000
NW 48 th Street	C55-L-410(1)	Other Arterial	Pavement	10,651	West Lincoln	In 19	0.5 Mile	Engineering (4 lanes)	Urban Section	13,000
S. 54 th Street	C55-S-405(3)	Local	Gravel	166-201	Saltillo	W-21,28	2.0 Miles	ROW	ROA-1	20,000
S. 68 th Street	STPE-3265(7)	Other Arterial	Pavement	5,164-5,264	Saltillo	W-22,27	1.3 Miles	Grading, Structures, Pavement	ROA-1	473,000 (F) 117,000 (C)
NW 84 th Street	C55-EM- 401(1)	Collector	Gravel	195-259	Elk Middle Creek	W-35 W-11 & 2	3.0 Miles	Pavement	ROA-1	1,050,000
S. 98 th Street	C55-KP-412(1)	Local	Gravel	244	Grant	W-1	0.7 Mile	Paving	RUTS	300,000

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2011 - 2015

ROADS

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	A.D.T. LATEST COUNT	TOWNSHIP	LOCATION FROM SECTIONS	LENGTH	TYPE OF IMPROVEMENT	DESIGN STANDARD	ESTIMATED COST
S. 98 th Street	C55-K-412(2)	Local	N.A.	0	Lancaster	W-25	1.0 Mile	Grading & Structures	RUTS	200,000
S. 98 th Street	C55-KP-412(1)	Local	Gravel	196	Lancaster	W-36	1.0 Miles	Grading & Structures	RUTS	300,000
S. 98 th Street	C55-KP-412(2)	Local	Gravel	244	Grant	W-12	1.0 Mile	Pavement	RUTS	350,000
N. 112 th Street	C55-GH-402(1)	Other Arterial	Gravel	121	North Bluff Waverly	In 25 W-30	0.7 Mile	Engineering	ROA-1	10,000
S. 112 th Street & N. 112 th Street	C55-J-401(1)	Other Arterial	Gravel	270-381	Stevens Creek	W-18,19,30	3.0 Miles	ROW	ROA-1	25,000
S. 120 th Street	C55-QR-408(1)	Local	Gravel	318	Nemaha	W-5	1.0 Miles	Pavement	ROA-1	340,000
N. 141 st Street	C55-A-401(5)	Other Arterial	Gravel	185-316	Mill	In 28,33	2.0 Miles	Pavement	ROA-1	700,000
N. 162 nd Street	C55-A- 401(4)	Other Arterial	Gravel	175-221	Mill	W-2,11,14,23	4.0 Miles	Pavement	ROA-1	1,400,000
N. 162 nd Street	C55-A-401(5)	Local	Gravel	190-218	Waverly Mill	W-2 W-26,35	2.3 Miles	Pavement	ROA-1	805,000
N. 162 nd Street	C55-H-410(1)	Local	Gravel	190	Waverly	W-2,11	1.7 Miles	Pavement	ROA-1	595,000
West "A" Street	C55-ML- 405(1)	Collector	Gravel	221-403	West Lincoln Middle Creek	S-30 S-26,25	2.2 Miles	Pavement	ROA-1	770,000
E. Adams Street	C55-KJ-403(1)	Other Arterial	Gravel	272-729	Lancaster Stevens Creek	S-12 S-7,8,9	3.3 Miles	Pavement	ROA-1	1,155,000
W. Adams Street	C55-M-415(2)	Local	Gravel	145-169	Middle Creek	S-11,12	1.6 Miles	Engineering	ROA-1	20,000
W. Agnew Road	C55-D-401(1)	Other Arterial	Gravel	75-233	West Oak	S-7,8,9,10,11	5.1 Miles	Engineering	ROA-1	75,000

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2011 - 2015

ROADS

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	A.D.T. LATEST COUNT	TOWNSHIP	LOCATION FROM SECTIONS	LENGTH	TYPE OF IMPROVEMENT	DESIGN STANDARD	ESTIMATED COST
Alvo Road	C55-H-411(1)	Local	Gravel	98-110	Waverly	S-28,29,30	2.5 Miles	Engineering	ROA-1	25,000
Arbor Road	C55-G- 408(1)	Local	Gravel	225-236	North Bluff	In-29, 30	1.75 Miles	Pavement	ROA-1	613,000
Bluff Road	C55-H-402(1)	Other Arterial	Gravel	156-248	Waverly	S-15,14 In 23,24	3.2 Miles	Pavement	ROA-1	1,120,000
W. Denton Road	C55-N-404(1)	Collector	Gravel	315-424	Denton	S-17,18	2.0 Miles	Pavement	ROA-1	700,000
W. Denton Road	STPE-3305(9)	Other Arterial	Pavement	3,277-2,887	Yankee Hill	S-16,17,18	3.0 Miles	Rebuild-Grading, Structures & Paving	ROA-1	1,390,000
Fletcher Avenue	C55-H-403(2)	Other Arterial	Gravel	190-288	Waverly North Bluff	S-31 S-35 & 36	2.5 Miles	Pavement	ROA-1	875,000
Fletcher Avenue	C55-H-409(1)	Other Arterial	Gravel	156-185	Waverly	S-32,33,	2.0 Miles	Pavement	ROA-1	700,000
Havelock Avenue	C55-J-403(2)	Local	Dirt	48	Stevens Creek	S-2	1.0 Mile	ROW	RL-1	40,000
McKelvie Road	C55-F-405(1)	Local	Gravel	102-135	Oak	S-21,22,23	3.0 Miles	ROW	ROA-1	90,000
Mill Road	C55-E-408(1)	Local	Dirt	8	Elk	S-2	1.0 Mile	Engineering	RL-3	10,000
Old Cheney Road	C55-Q-407(2)	Collector	Gravel	281-370	Stockton	S-10,11,12	3.0 Miles	Pavement	ROA-1	1,050,000
Pine Lake Road	C55-Q-409(1)	Local	Gravel	230-310	Stockton	S-16,17,18	2.5 Miles	Grading & Structures	ROA-1	250,000
Rokeby Road	C55-P-427(1)	Local	Gravel	167-330	Grant	S-28	1.0 Mile	Pavement	ROA-1	350,000

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEARS 2011 - 2015

** Transferred to One Year Program

BRIDGES

---- Transferred to Standby Status

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	A.D.T. LATEST COUNT	TOWNSHIP	LOCATION FROM SECTIONS	COUNTY BRIDGE NO.	ROADWAY WIDTH	TYPE OF IMPROVEMENT	H-LOADING	ESTIMATED COST
W. Raymond Rd	BR-3370(2)	Other Arterial	Asphalt	1,283	Little Salt	S-34	C-91	32'	140' C.C.S.	HL-93	771,563
NW 12 th St.	BRO-7055(84)	Local	Dirt	10	Little Salt	W-34	C-172	28'	60' C.C.S.	HL-93	311,942
W. Branched Oak Road	C55-C-224	Local	Gravel	92	Little Salt	S-30	C-224	28'	140' C.C.S.	HL-93	582,758
N. 14 th St	BR-3405(5)	Other Arterial	Asphalt	2,557	Oak	W-12	F-88	40'	140' C.C.S.	HL-93	875,894
N. 98 th St.	C55-G-222	Collector	Gravel	219	North Bluff	W-24	G-222	32'	320' D.S.G.	HL-93	1,424,765
N. 176 th St.	C55-H-120	Local	Gravel	61	Waverly	W-13	H-120	28'	160' P.C.G.	HL-93	697,000
S. 120 th St.	C55-J-138	Local	Gravel	196	Stevens Creek	W-32	J-138	28'	75' C.C.S.	HL-93	403,670
NW 98 th St.	BRO-7055(102)	Local	Gravel	67	Middle Creek	W-22	M-127	28'	155' P.C.G.	HL-93	748,295
**S. 1 ST Street	C55-O-206	Local	Gravel	68	Yankee Hill	W-26	O-206	30'	C.B.C.	HS-20	86,680
S. 46 th St.	C55-S-59	Local	Gravel	314	Saltillo	In-8	S-59	36'	C.B.C.	HL-93	194,007
Roca Road	RUR-3290(2)	Other Arterial	Asphalt	816	Saltillo	S-13	S-179	40'	80' C.C.S.	HL-93	610,857
W. Sprague Rd	BR-3280(4)	Other Arterial	Asphalt	627	Centerville	S-27	T-108	30'	125' C.C.S.	HL-93	716,092
Firth Road	C55-X-205	Other Arterial	Asphalt	964	South Pass	S-28	X-205	32'	145' P.C.G.	HL-93	888,800
W. Panama Rd.	C55-W-116	Local	Gravel	261	Buda	S-4	W-116	28'	80' C.C.S.	HL-93	389,446

ALL BRIDGES ARE DESIGNED WITH REGARD TO ENVIRONMENTAL COMPATIBILITY

LANCASTER COUNTY
ONE & SIX YEAR ROAD HEARING
FISCAL 2010

I WOULD LIKE TO WELCOME ALL OF YOU TO THE FISCAL 2010 ONE AND SIX YEAR ROAD AND BRIDGE IMPROVEMENT HEARING.

THIS TIME OF THE YEAR REPRESENTS THE CONCLUSION OF MOST OF THE YEAR 2009 CONSTRUCTION WORK THAT WAS PRESENTED AT LAST YEARS ROAD HEARING. THE FOLLOWING ITEMS ARE THE HIGHLIGHTS OF THOSE PLANNED IMPROVEMENTS THAT WERE COMPLETED:

- THE NEW PAVING PROGRAM INCLUDED 1.00 MILE OF NEW PAVEMENT ON THE ALVO ROAD BETWEEN N-1ST AND N-14TH AND 3/4 MILE OF SW-14TH BETWEEN SALTILLO ROAD AND THE BENNET ROAD.
- PAVEMENT OVERLAYS WERE PERFORMED ON ABOUT 7.6 MILES OF EXISTING PAVED ROADS.
- THE GRADING PROGRAM SAW THE COMPLETION OF 2.0 MILES ON S-82ND BETWEEN THE ROCA ROAD AND THE HICKMAN ROAD. WE ALSO COMPLETED THE GRADING OF 1.0 MILE OF THE ALVO ROAD BETWEEN N-1ST AND N-14TH STREETS.
- THE BRIDGE PROGRAM INCLUDED THE FEDERAL AID REPLACEMENT OF THE PANAMA ROAD BRIDGE IN PREPARATION FOR THE COMING DETOUR FOR THE HICKMAN VIADUCT. THE PROGRAM ALSO INCLUDED A VARIETY OF REPAIRS TO ELEVEN BRIDGES.

2

THE 2009 ROAD AND BRIDGE IMPROVEMENT PROGRAM HAD A TOTAL CONSTRUCTION COST NEAR \$ 4.5 MILLION DOLLARS - WITH ABOUT \$ 1.6 MILLION OF THAT COMING FROM OTHER OUTSIDE SOURCES.

**BEFORE PRESENTING THE ONE YEAR PROGRAM, I WOULD
OFFER SOME COMMENTS ABOUT THE ROAD
PROGRAM IN GENERAL**

I HAVE, AT PREVIOUS HEARINGS, COMMENTED ON OUR DIFFICULTY IN ADDRESSING SOME NEEDED ROAD IMPROVEMENTS -- MAINLY IN THE AREA OF NEW PAVING. THE DIFFICULTY RELATES TO AN INCREASE IN COSTS AND A DECREASE IN GAS TAX REVENUES. IN ADDITION TO THESE INFLUENCES, WE HAVE ALSO SEEN A DECLINE IN THE VALUE OF THE DOLLAR WHICH IS CAUSING PRICE INCREASES IN NEARLY ALL KINDS OF PRODUCTS AND SERVICES.

THERE IS ANOTHER VERY IMPORTANT ASPECT TO OUR ABILITY TO AFFORD ROAD IMPROVEMENTS BEYOND FUNDING AND THE COST OF OIL. THIS OTHER CONCERN RELATES TO THE EXPANSION OF THE ROAD PROGRAM OVER THE YEARS. CONSIDER THE FOLLOWING CHANGES THAT HAVE OCCURRED OVER THE LAST 20 YEARS --- LARGELY DUE TO GROWTH WITHIN THE COUNTY AND THE BORDER AFFECT FROM THE SURROUNDING COUNTY RESIDENTS THAT TRAVEL OUR ROADS. DURING THE MAJORITY OF THE 1980'S THE COUNTY ROAD PROGRAM CONSISTED OF RE-GRADING OLDER ROADS AND REPLACING DEFICIENT BRIDGES. WE BEGAN COLLECTING TRAFFIC COUNTS ON ALL COUNTY ROAD SEGMENTS IN THE LATE 80's AND THIS PROVIDED US AN ABILITY TO ASSOCIATE THE VOLUME OF TRAFFIC WITH THE TYPE OF ROAD IMPROVEMENTS NEEDED AND THEN TO ESTABLISH PRIORITIES. IN THE MID 1990's WE ADDED A THIRD CATEGORY TO THE

ROAD PROGRAM, AS A RESULT OF GROWTH AND MORE CURRENT TRAFFIC INFORMATION, AND THAT WAS NEW PAVEMENT. TRAFFIC COUNTS ALSO INDICATED THAT SOME OF OUR OLDER EXISTING PAVED ROADS WERE NOT ADEQUATE TO SUPPORT THE VOLUME OF TRAFFIC THEY WERE EXPERIENCING. THIS ADDED A FOURTH CATEGORY -- THE RECONSTRUCTION OF SOME OF THE EXISTING 2-LANE PAVED ROADS. THIS CATEGORY ALSO INCLUDED THE FOUR-LANING OF N-84TH STREET THAT HAD OUTGROWN IT'S TWO-LANE CAPACITY. MOST RECENTLY WE HAVE ADDED THE FIFTH AND SIXTH CATEGORIES -- THE "RUTS" STANDARDS FOR GRADING AND PAVING ROADS CLOSE INTO LINCOLN AND THE EAST BELTWAY CORRIDOR PROTECTION, DESIGN AND RIGHT OF WAY ACQUISITION. MY INTENT IN PROVIDING THIS BRIEF SYNOPSIS OF THE EVOLUTION OF THE ROAD PROGRAM IS TO GIVE YOU AN APPRECIATION FOR THE INTENSE COMPETITION FOR FUNDING AND THE CONSEQUENTIAL AFFECTS OF REDUCED REVENUES AND HIGHER OIL COSTS.

IN ADDITION TO THE LOCAL FUNDING IMPACTS ON OUR ANNUAL ROAD PROGRAM, THERE IS THE ADDITIONAL IMPACT ON THOSE ROAD PROJECTS THAT ARE SCHEDULED FOR FEDERAL AID FUNDING. THE REDUCTION IN REVENUE FROM THE STATE HIGHWAY TRUST FUND IS ALSO EVIDENT ON THE FEDERAL GAS TAX RECEIPTS AND ULTIMATELY --- THE FEDERAL HIGHWAY TRUST FUND. BOTH THE STATE AND FEDERAL SOURCES HAVE BEEN SERIOUSLY IMPACTED BY THE HIGH FUEL COSTS THAT CAUSED A REDUCTION IN CONSUMPTION. THE REDUCTION OF REVENUES HAS A DIRECT IMPACT ON THE RECONSTRUCTION OF EXISTING PAVED ROADS --- WHERE WE PRESENTLY DEDICATE OUR FEDERAL ROAD FUNDING. THE REDUCED REVENUES AND CHANGES IN THE DISTRIBUTION OF FEDERAL FUNDS WILL TRANSLATE INTO PROJECT DELAYS ON THE RECONSTRUCTION OF THE DENTON ROAD AND THE LAST TWO MILES OF S-68TH STREET NORTH OF

HICKMAN. MY BEST ESTIMATE FOR THE DENTON ROAD IS FISCAL 2011 OR 2012. I AM UNABLE, AT THIS TIME TO PREDICT WHEN THE IMPROVEMENTS TO S-68TH STREET WILL OCCUR AS THE OLD FEDERAL HIGHWAY ACT HAS RECENTLY EXPIRED AND A NEW HIGHWAY BILL HAS NOT BEEN APPROVED.

THE NEW PAVING PROGRAM HAS BEEN IN DECLINE IN THE PAST FEW YEARS AS INDICATED BY THE SMALL AMOUNT OF MILEAGE THAT WE ARE ADDING ANNUALLY. THE PAVING PROGRAM REMAINS A CRITICAL PART OF THE OVERALL COUNTY ROAD PROGRAM AS VOLUMES INCREASE AND SAFETY BECOMES A LARGER CONSIDERATION. FISCAL 2009 SAW THE COMPLETION OF THE GRADING AND PAVING OF THE ALVO ROAD BETWEEN N-14TH AND N-1ST STREETS. THIS MILE WAS THE ONLY NEW PAVING THAT WE WERE ABLE TO BUDGET FOR IN 2009. IT IS IMPORTANT TO NOTE THAT THIS MILE OF PAVING WAS ACCOMPLISHED BECAUSE THE CITY OF LINCOLN FRONTED THE COST FOR THE PAVING AND ALLOWED A DELAYED REPAYMENT UNTIL DECEMBER OF 2010. WE DID, HOWEVER, GET ANOTHER OPPORTUNITY TO ADD ABOUT 3/4 OF A MILE OF NEW PAVEMENT THIS FALL ON SW-14TH STREET AS A RESULT OF THE FEDERAL STIMULUS PACKAGE. WE APPLIED FOR AND RECEIVED APPROVAL FOR TWO STIMULUS PROJECTS. THESE PROJECTS INCLUDED A BRIDGE REPLACEMENT ON EAST FLETCHER AVENUE AND THE PAVEMENT OVERLAY WE HAD SCHEDULED FOR SALTILLO ROAD BETWEEN HIGHWAY # 77 AND S-70TH STREET. THE USE OF STIMULUS MONEY FOR THE OVERLAY OF SALTILLO FREED UP THE LOCAL FUNDS THAT WE HAD BUDGETED FOR SALTILLO. THESE FREED-UP FUNDS WERE THEN USED TO PAVE THE 3/4 OF A MILE ON SW-14TH STREET BETWEEN SALTILLO ROAD AND THE BENNET ROAD.

THE INTERSECTION STREET LIGHTING PROGRAM CONTINUES TO BE AN IMPORTANT PART OF THE ROAD PROGRAM AS WE SEE TRAFFIC COUNTS

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INCREASING ON OUR PAVED ROADS. WE HAVE ALSO EXPANDED THIS PROGRAM TO INCLUDE SUBDIVISION ENTRANCES ON THE HIGHER VOLUME ROADWAYS. WE HAVE COMPLETED THE INTERSECTION LIGHTING ON THE THREE INTERSECTIONS ON S-82ND STREET BETWEEN THE PANAMA ROAD AND THE ROCA ROAD. THIS WILL BE THE DETOUR ROAD WHEN THE HICKMAN VIADUCT IS CONSTRUCTED. WE HAVE ALSO COMPLETED THE INSTALLATION OF FLASHING YELLOW BEACONS ON STOP AHEAD SIGNS FOR A COUPLE OF PROBLEM INTERSECTIONS. THESE INTERSECTIONS ARE AT SW-100th AND THE BENNET ROAD AND HIGHWAY # 77 AND THE WAVERLY ROAD. THESE BEACONS THAT WE USED WERE SOLAR POWERED AND SEEM TO BE A GOOD SOLUTION FOR RURAL INSTALLATIONS THAT ARE NOT ELECTRIFIED.

RAIL CROSSING IMPROVEMENTS CONTINUE TO BE AN IMPORTANT PART OF THE PROGRAM AND WE REMAIN ON SCHEDULE TO BEGIN CONSTRUCTION OF THE HICKMAN VIADUCT IN THE LATE FALL OF 2010. ALL RIGHT OF WAY HAS BEEN ACQUIRED AND THE NEEDED PAPERWORK WITH THE RAILROAD HAS BEEN COMPLETED. WHILE THE VIADUCT IS NOW READY TO BE BUILT, THERE ARE THOSE AREA IMPROVEMENTS RELATED TO THE PLANNED DETOUR ROUTE THAT NEED TO OCCUR TO INSURE AN ADEQUATE DETOUR. WE HAVE COMPLETED THE GRADING AND PAVING OF THE SOUTH TWO MILES AND HAVE COMPLETED THE GRADING OF THE NORTH TWO MILES OF S-82nd BETWEEN THE HICKMAN ROAD AND THE ROCA ROAD. WE INTEND TO PAVE THE NORTH TWO MILES DURING THE SUMMER OF 2010.

THE GRADING PROGRAM, WHICH IS THE REBUILDING OF THE EXISTING OLDER GRAVEL OR DIRT ROADS, REMAINS AN IMPORTANT PROGRAM FOR NECESSARY SAFETY IMPROVEMENTS AND ON THE BUSIER ROADS, TO PROVIDE A PLATFORM FOR POTENTIAL FUTURE PAVING WHEN TRAFFIC COUNTS REACH PAVING LEVELS. IN ADDITION TO PROVIDING A BASE FOR

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PAVEMENT -- SHOULD THE NEED ARISE, THE REBUILT ROAD PROVIDES A WIDER DRIVING SURFACE AND IMPROVED SIGHT DISTANCE.

THIS CONCLUDES MY PRELIMINARY REMARKS AND ----

**I WOULD NOW LIKE TO PRESENT
THE FISCAL 2010 PROGRAM.**

THE HANDOUT THAT YOU SHOULD HAVE RECEIVED INCLUDES BOTH THE ONE AND SIX YEAR PLANNED IMPROVEMENTS. FOR YOUR CONVENIENCE, WE HAVE COLOR CODED THE HANDOUT TO MORE EASILY DISTINGUISH BETWEEN ROAD AND BRIDGE IMPROVEMENTS. THE **BLUE** SECTION IS THE PLANNED ONE YEAR **ROAD** PROJECTS, THE **GOLD** SECTION IS THE ONE-YEAR **BRIDGE** PROJECTS, THE **GREEN** AND **YELLOW** SECTIONS INDICATE THE LONG-RANGE ROAD AND BRIDGE IMPROVEMENT PROGRAM RESPECTIVELY. WE HAVE ALSO ATTEMPTED TO PUT THE ROAD PROJECTS THAT ARE ON NUMBERED STREETS IN NUMERICAL ORDER AND TO ALPHABETIZE THOSE ROAD PROJECTS THAT ARE ON NAMED STREETS IN ORDER FOR YOU TO FIND THEM MORE EASILY. THE PROPOSED BRIDGE PROJECTS ARE PLACED IN ORDER BY COUNTY NUMBER TO MAKE IT EASIER FOR US TO AVOID CONFUSION.

I WILL LIMIT MY REMARKS TO THOSE IMPROVEMENTS PROPOSED IN THE ONE YEAR PROGRAM ONLY. AT THE COMPLETION OF MY REMARKS, YOU WILL HAVE AN OPPORTUNITY TO ASK QUESTIONS ABOUT THE PROGRAM OR OFFER COMMENTS ON ROADS OR BRIDGES THAT ARE OF INTEREST TO YOU.

IN ORDER THAT YOU MAY BE MORE ENLIGHTENED AS TO THE DEVELOPMENT OF THE ROAD AND BRIDGE CONSTRUCTION PROGRAM, I

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WOULD OFFER THE FOLLOWING SOMEWHAT ABBREVIATED EXPLANATION. THE SIX YEAR PROGRAM, WITH THE EXCEPTION OF EMERGENCY PROJECTS, IS THE BEGINNING FOR ALL PROJECTS. == BECAUSE OF THE LONGER PROCESS INVOLVED, ROAD GRADING PROJECTS PROCEED THROUGH THREE STAGES:

- (1) ENGINEERING
- (2) RIGHT OF WAY ACQUISITION: AND
- (3) CONSTRUCTION

BRIDGE PROJECTS CAN MOVE MORE QUICKLY SO THERE, GENERALLY, IS NO STAGING PROCESS. ONCE A ROAD OR BRIDGE PROJECT MOVES FROM THE SIX YEAR INTO THE ONE YEAR PROGRAM, THEN IT WILL REMAIN A PART OF ALL FUTURE ONE YEAR PROGRAMS UNTIL IT IS COMPLETED OR THE STATUS OF THE PROJECT CHANGES. THIS IS THE REASON YOU MAY FIND PROJECTS CARRIED OVER FROM PREVIOUS ONE YEAR PROGRAMS, BECAUSE THEY WERE UNABLE TO MOVE AS FAST AS WE EXPECTED OR EMERGENCY PROJECTS HAVE DELAYED THEM. THE LAST STEP IN ROAD IMPROVEMENT PROJECTS IS PAVEMENT. ROAD PROJECTS THAT HAVE BEEN GRADED MAY BE SHOWN IN THE SIX YEAR PROGRAM FOR PAVING IF THE TRAFFIC COUNTS WERE SUBSTANTIALLY HIGH AND PAVING WOULD BE EXPECTED IN THE VERY NEAR FUTURE OR SOME OUTSIDE FUNDING SOURCE WAS INFLUENCING THE OPPORTUNITY FOR PAVING.

I WILL DISCUSS THE **2010** PROGRAM BY CATEGORIES BEGINNING FIRST WITH THE BRIDGE PORTION WHICH APPEARS AS **RED "X"s'** ON THE ONE YEAR MAP AND CORRESPONDS (FOR DESCRIPTION) WITH THE **GOLD** SECTION OF YOUR HANDOUT. THE GOLD SHEETS INDICATE FOR YOU, --- BOTH THE BRIDGE WORK COMPLETED IN FISCAL 2009 (PAGE # 11) AND THE PROPOSED BRIDGE WORK FOR FISCAL 2010 (PAGE # 12 & 13). PAGE # 14

CONTAINS THOSE BRIDGES THAT ARE IN "STAND-BY STATUS" WHICH CAN BE USED AS FILL-INS TO REPLACE BRIDGES IN THE ONE YEAR PROGRAM THAT MAY REACH PROJECT SNAGS OR PROVIDE OPPORTUNITIES FOR ADDITIONAL WORK IF ONE YEAR PROGRAMMED BRIDGES SHOULD COME IN BELOW CONSTRUCTION ESTIMATES. THE BRIDGE PROGRAM FOR FISCAL 2010 INCLUDES THE FOLLOWING PROJECTS:

----- THE FEDERAL AID REPLACEMENT OF A DEFICIENT BRIDGE ON FLETCHER AVENUE EAST OF N-162nd STREET. THIS BRIDGE WAS TO BE REPLACED WITH STANDARD FEDERAL AID, BUT WE HAVE APPLIED FOR AND BEEN APPROVED TO USE STIMILUS FUNDS. THE BENEFIT IS THE SAVINGS OF THE 20% LOCAL MATCH WHICH ALLOWS THE MONEY FROM THIS MATCH TO BE USED ELSEWHERE.

----- THE REPLACEMENT OF TWO SMALLER STRUCTURES WITH CONCRETE BOX CULVERTS. THE FIRST STRUCTURE IS ON NW-112th STREET NORTH OF THE WAVERLY ROAD AND THE SECOND IS ON S-1st STREET BETWEEN YANKEE HILL ROAD AND THE ROKEBY ROAD. THESE ARE TO BE BUILT WITH LOCAL FUNDS.

THE BREAKDOWN OF THE CONSTRUCTION COSTS FOR THE BRIDGE PROGRAM IS INDICATED IN THE UPPER LEFT CORNER ON PAGE # 12 AND # 13. THE BRIDGE REPLACEMENT COSTS FOR 2010 INDICATE ABOUT \$ 660,000 DOLLARS WORTH OF WORK WITH THE LOCAL SHARE BEING ABOUT \$180,000 OR ABOUT 27%.

I WOULD NOW REFER YOU TO THE BLUE SECTION OF YOUR HANDOUT WHICH COVERS ROAD PROJECTS THAT ARE PROPOSED FOR FISCAL 2010. THESE SHEETS INCLUDE BOTH THE WORK COMPLETED IN FISCAL 2009

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(PAGE #1) AND PROPOSED FISCAL 2010 WORK (PAGES # 2 THRU # 8). PAGES # 9 AND # 10 SHOW THE "STAND-BY PROJECTS" THAT MAY BE SUBSTITUTED AS I DESCRIBED EARLIER. I WILL DISCUSS THE PROPOSED ROAD WORK BY CATEGORIES AND THE ASSOCIATED COLOR CODING ON THE MAP AT THE BEGINNING OF YOUR HANDOUT:

THE BLUE COLOR ON THE MAP INDICATES ENGINEERING WHICH WOULD INCLUDE SURVEY AND DESIGN PLANS FOR FUTURE GRADING IMPROVEMENTS, STUDIES AND EAST BELTWAY WORK. THE FOLLOWING ARE A SUMMARY OF THE PROPOSED ENGINEERING WORK:

- A TRAFFIC STUDY OF NORTH AND SOUTH 148TH STREET BETWEEN HIGHWAY # 6 AND HIGHWAY # 2, TO DETERMINE WHETHER THIS ROAD COULD BE CONSIDERED A LINK AND THEREFORE A STATE RESPONSIBILITY.

- THE EAST BELTWAY IS AN ON-GOING PROJECT TO FINALIZE THE CORRIDOR PROTECTION AND THE NECESSARY DESIGN AND RIGHT OF WAY ACQUISITION.

- S-82nd STREET BETWEEN SALTILLO ROAD AND THE ROCA ROAD. THIS PROJECT WILL ULTIMATELY, IN THE LONG TERM, COMPLETE A 7-MILE PAVED ALTERNATE ACCESS TO SALTILLO ROAD. THIS CONNECTION TO SALTILLO, THEN PROVIDES THE DRIVER WITH A VARIETY OF PAVED ROAD ACCESS'S TO LINCOLN. S-82ND WILL ALSO HAVE ACCESS TO THE SOUTH BELTWAY THRU AN INTERCHANGE CONNECTION. IN THE NEAR TERM, THE GRADING OF THIS SEGMENT WILL ENCOMPASS A SOLUTION FOR THE BENNET ROAD GOING

EAST FROM S-82nd. THIS IS THE HALF MILE OF DIRT ROAD THAT HAS BEEN NOTED AT PREVIOUS HEARINGS.

THE GOLD COLOR INDICATES RIGHT OF WAY ACQUISITION FOR THE FOLLOWING FUTURE GRADING IMPROVEMENTS:

- S -98th STREET BETWEEN 'A' STREET AND VAN DORN STREET. THIS PIECE WOULD BE DESIGNATED AS PHASE THREE OF THE THREE PHASE PROJECT BETWEEN OLD CHENEY ROAD AND 'A' STREET.
- S-98TH STREET BETWEEN 'A' STREET AND 'O' STREET. THIS ACQUISITION IS A JOINT COST SHARING PROJECT WITH THE CITY.
- THE NORTH ONE-HALF MILE OF NW-70TH STREET BETWEEN ADAMS AND SUPERIOR STREET. THIS HALF MILE WAS INTENDED TO BE A ROAD DAM BUT HAS NOT PROGRESSED BECAUSE OF ENVIRONMENTAL DELAYS, SO WE WILL PURSUE THIS AS A ROAD PROJECT ONLY.
- PARTIAL ACQUISITION ON PINE LAKE ROAD FROM S - 112TH STREET TO S-148TH STREET FOR FUTURE GRADING IMPROVEMENTS.
- SALTILLO ROAD BETWEEN S-98th STREET AND S-120th STREET.

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----- S- 68th STREET BETWEEN THE ROCA ROAD AND THE CITY OF HICKMAN CITY LIMITS.

THE GREEN COLOR ON THE MAP INDICATES NEW CULVERTS AND GRADING WORK ON THE FOLLOWING PROJECTS:

----- 3.0 MILES ON THE BLUFF ROAD BETWEEN N-148th STREET AND THE EAST COUNTY LINE.

----- 0.7 MILE ON S-98th STREET (DESIGNATED AS PHASE 2) BEGINNING AT THE END OF PHASE 1 AND EXTENDING NORTH TO NEARLY VAN DORN STREET.

THE SOLID RED COLOR INDICATES BOTH NEW PAVEMENT, OVERLAYS AND SURFACE TREATMENTS OF EXISTING PAVEMENT:

OVERLAYS

----- 3.00 MILES OF THE RAYMOND ROAD BETWEEN BRANCHED OAK DAM AND STATE HIGHWAY #79. THIS A RECROAD PROJECT THAT WILL BE COST SHARED WITH THE STATE.

----- 3.00 MILES OF THE WAVERLY ROAD BETWEEN STATE HIGHWAY # 77 AND N-14th STREET.

----- 4.10 MILES OF SALTILLO ROAD BETWEEN HIGHWAY # 77 AND S - 70th STREET. THIS PROJECT WAS BUDGETED TO BE DONE LAST SUMMER, BUT WE DELAYED A YEAR WHEN THE OPPORTUNITY FOR FEDERAL STIMULUS BECAME AVAILABLE.

WE APPLIED FOR AND WERE APPROVED FOR THE USE OF THESE STIMULUS FUNDS.

----- 1.00 MILES OF OLD CHENEY ROAD BETWEEN S-98th STREET AND S-112th STREET.

----- 4.45 MILES OF THE PANAMA ROAD BETWEEN S-96th STREET AND THE VILLAGE OF PANAMA.

NEW PAVEMENT

----- THE ONLY NEW PAVING PROPOSED FOR FISCAL 2010 IS THE REMAINING 2.0 MILES ON S-82ND BETWEEN THE HICKMAN ROAD AND THE ROCA ROAD. THIS COMPLETES THE FOUR MILE DETOUR NEEDED FOR THE HICKMAN VIADUCT AND THE FUTURE RECONSTRUCTION OF S-68th STREET FROM THE ROCA ROAD TO THE CITY OF HICKMAN.

THE BREAKDOWN OF THE CONSTRUCTION COSTS FOR THE FISCAL 2010 ROAD PROGRAM IS ABOUT \$ 5.5 MILLION DOLLARS WORTH OF WORK WITH ABOUT \$1.4 MILLION DOLLARS COMING FROM OTHER OUTSIDE SOURCES.

THIS HIGHLIGHTS THE ROAD AND BRIDGE
PROJECTS FOR FISCAL 2010

I WOULD INFORM YOU THAT SEVERAL OF MY PEOPLE ARE IN THE AUDIENCE TONIGHT THAT ARE INVOLVED IN CONSTRUCTION, ENGINEERING, MAINTENANCE AND RIGHT OF WAY TO HELP ANSWER QUESTIONS THAT YOU MIGHT HAVE. I WOULD INFORM YOU THAT THIS PUBLIC HEARING, AS REQUIRED BY LAW AND ADVERTISED AS SUCH IS DESIGNATED FOR **CONSTRUCTION ACTIVITIES ONLY**. IF YOU HAVE MAINTENANCE QUESTIONS, I WOULD ASK THAT YOU WAIT UNTIL THE CONCLUSION OF THIS HEARING AND DISCUSS YOUR QUESTIONS WITH MYSELF OR THE MAINTENANCE SUPERVISORS.

WE ARE NOW READY FOR COMMENTS OR QUESTIONS AND I WOULD ASK THAT YOU COME UP FRONT, SIGN YOUR NAME AND ADDRESS AND GIVE YOUR NAME AND ADDRESS ALOUD FOR THE RECORD. IF YOU HAVE QUESTIONS THAT I AM UNABLE TO ANSWER TONIGHT, I WILL RESPOND AND PROVIDE YOU WITH AN ANSWER AT A LATER DATE.

THANK YOU!!!!!!

Oct 29, 2011

"Once a marine,
Always a marine"

tabbies

C

WES FURRER
4130 # 21ST
LINCOLN NE 68521Mr. Don Thomas
County Engineer;

Dear Mr Thomas

I am asking for your help on a road problem to get to my property at NW 56th and Superior. you built a nice road on west Superior to NW 70th St + my property at the water Tower. + And the south half of NW 70th from Adams to Superior - BUT the north half of that mile is MUD Road.

If we get even a quarter inch of rain it is almost impossible to get to my property.

When my property was put in CRP we planted a lot of trees (22 years ago) Including a couple hundred Scotch Pine; all of which have died and need to be removed (They are illegal in the City limits, subject to \$200 fine per tree).

I have made tentative ~~arrangements~~ arrangements for "Tree-Point Tree" to remove + pile the trees for burning - BUT if it is muddy (1/4 inch Rain) he can't get there. -

I talked to Ed Wilson of the NR II and he says the dam on NW 70th will not be built for 10 years, (if at all) - Could you spread even a single lane of rock or gravel on that North half of NW 70th? Thank you, Wes Furrer

DIocese of LINCOLN
CHENEY
P.O. Box 80328
LINCOLN, NEBRASKA 68501-0328
402-488-0921 FAX 402-488-3569

1 PAGE
ATTN: DO
FOR TUNING
— LETTER O
BE BROUGHT BY PASTOR
JEREMY OF LINCOLN
CITY CHURCH

EXHIBIT

tabbles

1

November 17, 2009

Lancaster County Commissioners
County-City Building
555 South 10th Street, Room 110
Lincoln, NE 68508

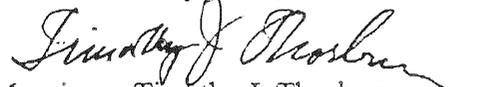
Dear Commissioners:

With this letter we wish to indicate our support for the paving of South First Street, between Old Cheney Road and Pioneer Boulevard, as presented by Lincoln City Church. As you may be aware, the Diocese of Lincoln is also a landowner in this section of the county, and our land abuts one-half mile of the subject road. Future uses we may have for that land would be greatly enhanced by the paving of this section of First Street.

Several weeks ago we met with Don Thomas, County Engineer, concerning the paving of this section of First Street, and we informed him of our willingness to subjugate a portion of our land for the development of a new roadbed. Our understanding from that meeting is that the County Engineer plans to acquire a portion of our land, along with land owned by the Lincoln City Church, for the purpose of developing the roadbed to the west of First Street in order to avoid any potential conflict with Wilderness Park. We are in support of this petition of Lincoln City Church and we are prepared to do what we can to expedite the project.

We would appreciate your favorable consideration and prioritizing of the paving of South First Street between Old Cheney Road and Pioneers Boulevard, and look forward to hearing your decision concerning our request as soon as possible.

Sincerely yours,



Monsignor Timothy J. Thorburn
Vicar General

LANCASTER

COUNTY

ENGINEERING

Don R. Thomas
County Engineer

EXHIBIT

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E

Kenneth D. Schroeder - Deputy
County Surveyor

DEPARTMENT

October 27, 2009

Jerome and Janis Cox
10400 Weeks Drive
Lincoln, NE 68516-9301

Re: Paving Rokeby Road between S. 56th & S. 70th Streets

Dear Mr. & Mrs. Cox:

I am in receipt of your letter regarding the subject of the paving of Rokeby Road between S. 56th and S. 70th Streets. We graded the road in 2006 to provide a safer driving environment because the traffic counts were in the range where grading should occur. When the road is graded to provide this safer driving environment, the width is increased so that if the counts continue to climb, then the road bed would be adequate to accommodate a 24-foot paved surface and six-foot grassed shoulders.

We have continued to monitor the traffic counts to determine when or if paving should occur. We took counts in 2007 and again in 2009. The busiest one-half mile is the western section and the counts were 330 per day and 358 per day respectively. The counts are not high enough, at this time, to address paving and there are 2-3 other roads with higher counts than the Rokeby Road. You underlined a sentence in your letter that suggests the County promised you the paving of this road. You certainly did not get that assurance from me, as there are too many variables that can impact the potential for paving to occur; and, certainly one of those factors would be an economy that is not favorable for highly expensive projects.

We will continue to monitor the traffic on this road and see what the future brings.

Sincerely,

Don R. Thomas

Don R. Thomas
Lancaster County Engineer

RECEIVED

OCT 19 2009

LANCASTER COUNTY
ENGINEERING DEPT.

October 15, 2009

**RE: Rokeby Road b/t 56th & 70th Street
Project # C55-P-427(2)**

Mr. Thomas:

We are writing on behalf of ourselves and our neighbors in the Nealrene Acres development south of Rokeby Road.

We would appreciate your reviewing the concerns we have regarding the hard surfacing of Rokeby Road between 56th and 70th Street.

Three years ago (2006) this mile of Rokeby Road was brought to grade with the elimination of 70+ trees that sheltered homes from dust. The increased dust has created a health challenge for some homeowners, and is undoubtedly a detriment to the sale of one property.

In June 2005 Nealrene Acres voters paid to have the County Road in the neighborhood paved in anticipation of the Rokeby Project. It was the understanding at that time that the resurfacing of Rokeby Road was to be completed in 2007. The neighborhood has contributed to Lancaster County by paying for this paving (almost \$6000 each by 36 residences), and very much want the county to complete this project as promised!

One hundred twenty voters signed the petition that was circulated to the County Board in 2008; individuals have talked to our district county commissioner and written letters requesting further consideration for the completion of this project.

This crossroad between 56th Street and 70th Street has a high traffic count; paving this gravel road would statistically increase safety by a greater percentage because it would be connecting pavement to pavement. Too many urban citizens drive much too fast on this stretch of gravel road, apparently unaware of how quickly one can lose control on gravel or the hazards they present to other drivers.

Drivers of cars and trucks rapidly accelerate and decelerate at driveways, the entrance to Weeks Drive and at both stop signs, resulting in severe, persistent potholes and washboards; within a few days after the road grader has maintained the road, we again have the same undesirable conditions.

We understand about budget restraints and the current economic situation, but we really feel it is time this re-surfacing project is undertaken as promised by the county board. We thank you for your reconsideration for the completion of this project.

Sincerely,

Janis M. Cox *Jerome W. Cox*

Janis and Jerome Cox

10400 Weeks Drive

Lincoln, NE 68516

1-6 YEAR PLAN FOR LANCASTER COUNTY ROADS AND BRIDGES

2010

FINISH PAVING 82ND STREET FROM HICKMAN ROAD TO ROCA ROAD

FINISH THE ENGINEERING ON 82ND STREET FROM ROCA ROAD TO SALTILLO ROAD

I SEE YOU HAVE THE ROW ON FOR 2010 FOR 68TH STREET FROM ROCA ROAD TO HICKMAN CITY LIMITS. IS THIS ALL YOU WILL NEED BEFORE YOU PAVE IT OR DO YOU NEED ENGINEERING ALSO?

2011 - 2015

IN WHAT YEAR DO YOU PLAN TO DO THE ROW ON 54TH STREET FROM ROCA ROAD TO HICKMAN ROAD?

DO YOU CONSIDER THE BOX CULVERT ON 54TH TO BE A BRIDGE? IT IS NOT ON THE PLAN FOR A BRIDGE.

IN WHAT YEAR ARE THE PLANS FOR PAVING 68TH STREET TO THE HICKMAN CITY LIMITS?

AS YOU KNOW THERE ARE OVER 5,000 CARS A DAY ON 68TH STREET. THE ROW HAS BEEN CARRIED OVER SINCE 2008.

YOU STILL HAVE 82ND STREET IN THE ENGINEERING PHASE FOR 2011-2015?

I NEED TO TELL YOU AGAIN THAT WE APPRECIATE AND THANK YOU FOR YOUR HELP AND UNDERSTANDING ON THESE PROJECTS.



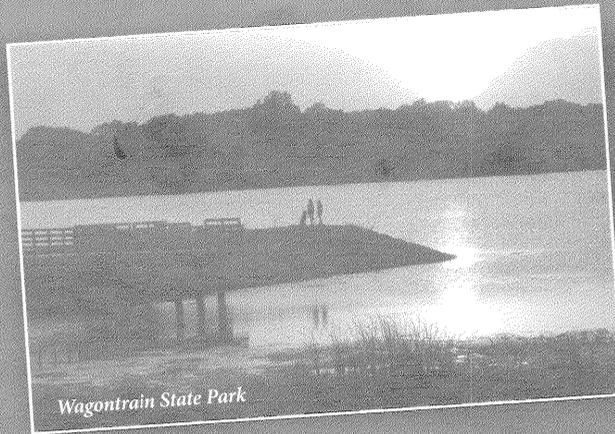
Norris School District #160

*Home of Wagontrain
State Park*

*Home of Stagecoach
State Park*

*12 minutes Southeast
of SouthPointe Mall*

*50 minutes Southwest
of Omaha*

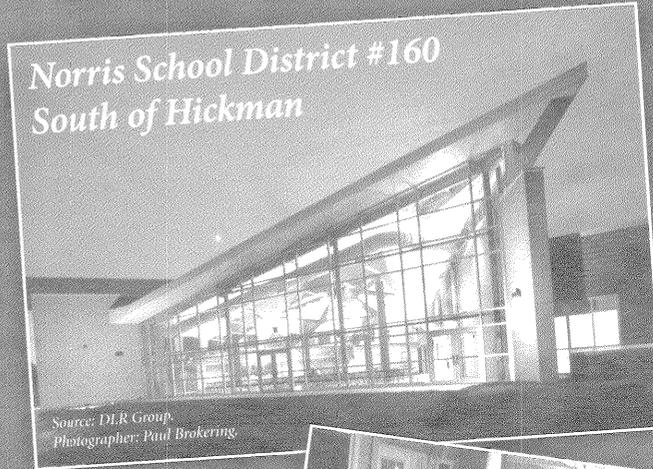


Wagontrain State Park

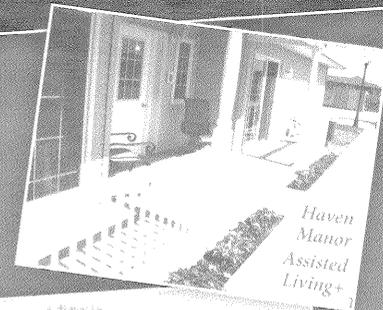
QUALITY of LIFE AT ITS FINEST

HICKMAN, NEBRASKA

*Norris School District #160
South of Hickman*



*Source: DLR Group
Photographer: Paul Brokering*



*Haven
Manor
Assisted
Living+*



WITH SPECIAL THANKS TO:



**Aquila
Black Hills Gas**

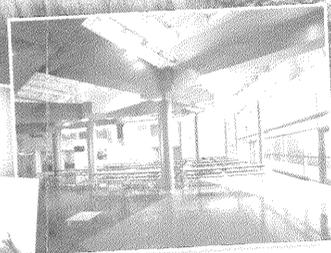
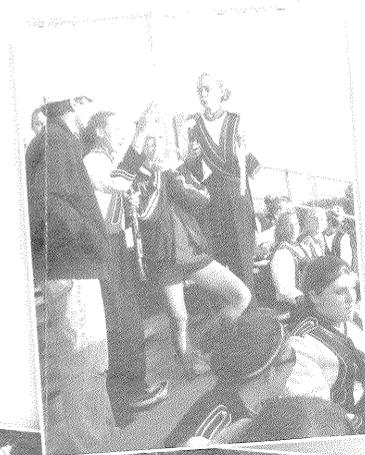
Hickman Chamber of Commerce
Haven Manor Assisted Living
First State Bank
Vantage Point Homes
Hickman Community Foundation
City of Hickman

**402.792.2212
hickman.ne.gov**

Hickman Area Economic Development
115 Locust / PO Box 127
Hickman, NE 68372-0127
Email: citymanager@ckt.net

Investing in Education and Development for Our Community and Area

- Community
- Education & Schools
- Police & Fire
- Local Business
- State Parks
- Assisted Living +
- Libraries & Reading Center
- Medical Facilities
- Swimming Pools



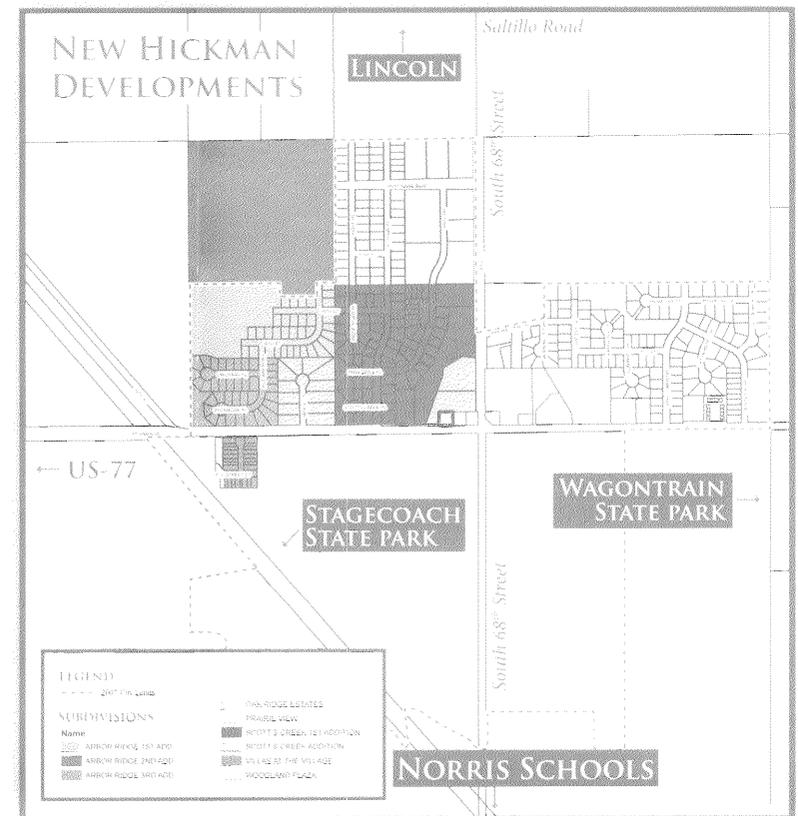
Quality of Life at its Finest...

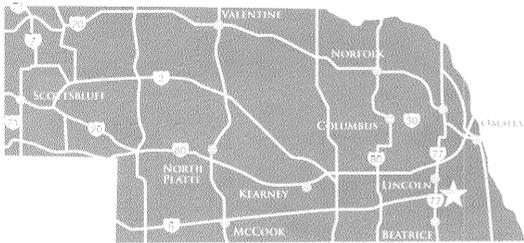
Hickman, located in South East Lancaster County, is poised for continued growth and improvement while keeping its small town atmosphere and Quality of Life Commitments. Surrounded by the beauty of several Salt Valley Recreational Areas including Wagon Train Lake, Stagecoach Lake, Hedgefield Lake and Blue Stem Lake.

Hickman's adjoining proximity to Lincoln makes it a desirable suburban community. Larger city amenities such as shopping malls, grocery and retail chains, hospitals, golf courses, reading center, and larger libraries offer an attractive addition to Hickman's Quality of Life.

The Norris School District #160 is renowned for its quality education and aims to meet the needs of every student. The Norris Public School community guarantees quality learning experiences to assure all students will thrive as responsible, productive Life-Long Learners.

We take pride in Education and Community and look forward to you calling Hickman your Home.





HICKMAN, NEBRASKA



HICKMAN, NEBRASKA

LOCATION

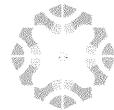
Hickman is located in southern Lancaster County. The city is almost directly south of the city of Lincoln. Hickman is located along 68th Street and Hickman Road. The city is four miles east of U.S. Highway 77 and Hickman Road.

DISTANCE IN MILES FROM:

Lincoln	4
Omaha	67
Kansas City	194
Denver	501
Chicago	531
Dallas	611
Los Angeles	1,513
New York	1,305

Distance in highway miles.

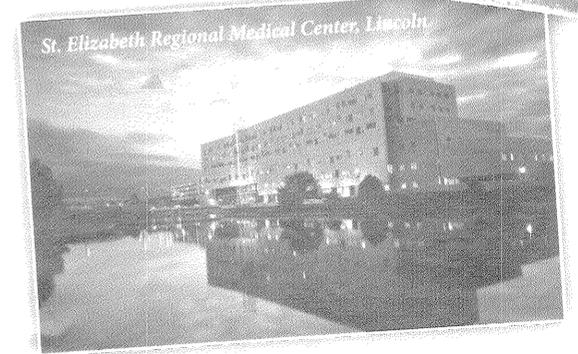
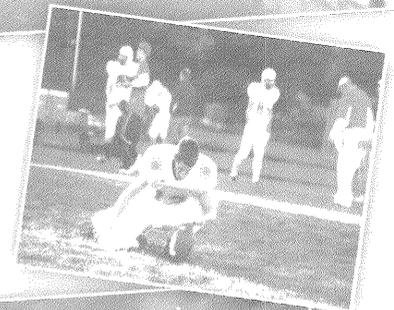
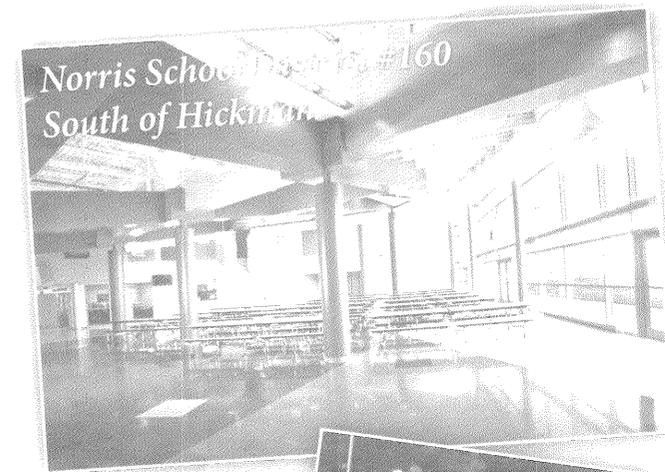
WITH SPECIAL THANKS TO:



Hickman Chamber of Commerce
 Haven Manor Assisted Living
 First State Bank
 Vantage Point Homes
 Hickman Community Foundation
 City of Hickman

402.792.2212
hickman.ne.gov

Hickman Area Economic Development
 115 Locust / PO Box 127
 Hickman, NE 68372-0127
 Email: citymanager@ckt.net



POPULATION

GENERAL	2000 CENSUS	2006 CENSUS	% CHANGE
Hickman	1,084	1,404	29.5%
Lancaster County	250,291	267,135	6.7%
Labor Market Population ¹	376,532	396,822	5.4%

1) Labor market population is the county population plus the contiguous county population.

Source: Population Division, U.S. Census Bureau, Annual Estimates of the Population, Released April 2007.



RECREATIONAL FACILITIES

TYPE OF FACILITIES IN CITY OR WITHIN 30 MINUTES:

Golf Course(s)	16
Public Tennis Court(s)	6
Public Swimming Pool(s)	10
Public Park(s)	5
Public Camp Ground(s)	3
Nearest Public Access to Lake or River	1 mile
Camping	Yes
Swimming	Yes
Fishing	Yes
Motorized Boats	Yes
Water Skiing/Tubing	No

Wagontrain State Park Area is located just east of the City of Hickman. Wagon Train is a 315-acre Corps of Engineers watershed impoundment with 746 acres of land. Boating is limited to 5 miles per hour. There are 70 non-designated campsites. Wagon Train Lake is located 2 miles east of Hickman.

Stagecoach State Park Area is located just south of Hickman provides a variety of outdoor activities the whole family will enjoy. This Hickman area lake offers electrical camping, primitive camping, boating, fishing and picnicking. There is a handicapped-accessible fishing pier. There are two fishing piers on the 195 water acre lake, one of which is handicap-accessible, as well as two boat ramps. Other Stagecoach Lake facilities include camp sites, picnic tables, drinking water and toilets. The 412 land acres are open to hunting for pheasant, quail, dove and more, in season. Overnight Accommodations consist of 22 camping pads with electrical hookups, 50 non-pad sites without electricity and 20/30/50-amp. non-reservable campsites.

EDUCATIONAL FACILITIES

PUBLIC SCHOOLS	# OF SCHOOLS	ENROLLMENT	TEACHER/STUDENT RATIO
Elementary	1	750	1:15
Middle/Jr. High	1	592	1:17
Senior High	1	585	1:15

HEALTH FACILITIES

Major medical health care facilities are located in Lincoln to the immediate north. The facilities serving a regional patient base include;

- BryanLGH West/East
- Saint Elizabeth Regional Medical Center
- Nebraska Heart Institute Heart Hospital
- Lincoln Surgical Hospital
- LifePointe Urgent Care Center

UTILITIES

Electricity: No Deregulated State Electric Power

Electric System Operator: City of Hickman

PHONE: (402) 792-2212

WEBSITE: www.hickman.ne.gov

EMAIL: citymanager@ckt.net

Water System Operator

PHONE: (402) 792-2212

WEBSITE: www.hickman.ne.gov

EMAIL: citymanager@ckt.net

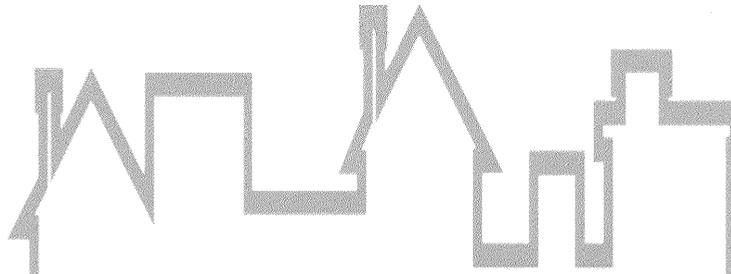
Wastewater System Operator

PHONE: (402) 792-2212

WEBSITE: www.hickman.ne.gov

EMAIL: citymanager@ckt.net





QUALITY OF LIFE & LOCATION AT ITS FINEST

**See what the Hickman area has
to offer families and businesses.**

- Adjacent to Wagontrain Lake State Park
- Adjacent to Stagecoach Lake State Park
- Close to Hedgefield Dam Rec Area
- Adjacent to 4-Lane Highway System (Hwy. 77)
- Interstate Access only 18 miles North (I-80)
- Major Airport Facility 20 minutes North (Lincoln)
- State Capital & Offices 15 minutes away
- 12 minutes Southeast of South Pointe Mall
- 50 minutes Southwest of West Omaha Area
- Renowned & Growing Norris School District #160
- 7 New Residential Housing Developments
- 3 New Commercial Development Areas
- 24/7 Law Enforcement & Fire Protection (ISO-5)
- New Assisted Living Facility
- Licensed Preschool & Child Care
- Independent Weekly Newspaper
- Community Foundation & Community Organizations
- Tree City USA Award 17 years
- Groceries, Fuel, Dining, Banking, Services, Shopping

**The Quality of Life
and Relocation Experience is Great!**

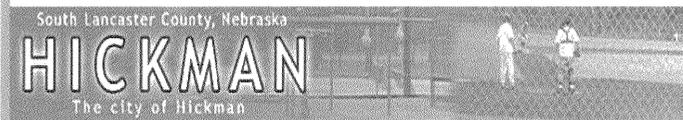
Investing in the Children & Education.

***Named one of the
fastest growing cities in Nebraska!***

COME BUILD & GROW WITH US!

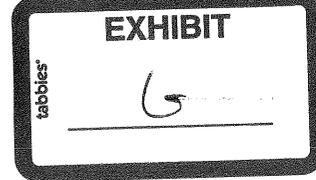
**Hickman Area Economic
Development Association**

(402) 792-2212 • Brett Baker, Director



www.hickman.ne.gov

DIocese of LINCOLN
CHANCERY
P.O. Box 80328
LINCOLN, NEBRASKA 68501-0328
402-488-0921 FAX 402-488-3569



November 17, 2009

Lancaster County Commissioners
County-City Building
555 South 10th Street, Room 110
Lincoln, NE 68508

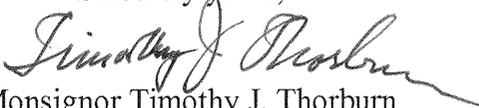
Dear Commissioners:

With this letter we wish to indicate our support for the paving of South First Street, between Old Cheney Road and Pioneer Boulevard, as presented by Lincoln City Church. As you may be aware, the Diocese of Lincoln is also a landowner in this section of the county, and our land abuts one-half mile of the subject road. Future uses we may have for that land would be greatly enhanced by the paving of this section of First Street.

Several weeks ago we met with Don Thomas, County Engineer, concerning the paving of this section of First Street, and we informed him of our willingness to subjugate a portion of our land for the development of a new roadbed. Our understanding from that meeting is that the County Engineer plans to acquire a portion of our land, along with land owned by the Lincoln City Church, for the purpose of developing the roadbed to the west of First Street in order to avoid any potential conflict with Wilderness Park. We are in support of this petition of Lincoln City Church and we are prepared to do what we can to expedite the project.

We would appreciate your favorable consideration and prioritizing of the paving of South First Street between Old Cheney Road and Pioneers Boulevard, and look forward to hearing your decision concerning our request as soon as possible.

Sincerely yours,


Monsignor Timothy J. Thorburn
Vicar General

Deb E. Schorr

From: Steven White [hrtpmpr1953@mac.com]
Sent: Sunday, June 28, 2009 9:59 PM
To: Deb E. Schorr
Subject: South 120th St

Ms. Schorr,

I noticed that last week your group was counting cars on 120th St. south of highway 2 and also on Saltillo Road. In the past you had noted that the car count was not high enough to warrant paving 120th street. I live at 134th and Wittstruck road and drive this road no less than twice daily. Some days 120th from Bennet road to highway 2 can be challenging. Rain and snow make it muddy and it becomes basically 2 tracks in which to drive, one in each direction. When new rock is placed on the road, especially just south of the rail road crossing, it is like driving on marbles.

There are many people driving down 120th to the Country Swim School and most of those drivers are not the best rural drivers. The road can become even more challenging for them. Throw in the tandem rock trucks using the road and an occasional 18 wheeler and soft shoulders on the road after an average rain, it gets exciting.

I really would like to see 120th paved from highway 2 to at least Bennet road (Roca Road would be best). And then finish paving Saltillo road to 120th. I just hope that the vehicle count will show a need for this project.

Thank you for your consideration of this project.

Steven White
14500 So. 134th St.
Bennet, NE 68317

Ray Stevens

From: Virts, John W. [John.Virts@experian.com]
Sent: Tuesday, November 17, 2009 7:12 AM
To: Ray Stevens
Subject: RE: SW 14TH ST

If possible please enter this into the record as I will not be able to make the meeting today

The 10 day turnaround time to my request has left me no time to take a physical look at the repaving projects. If I learned anything last year it was that SW29th and Coddington were both re-paved when neither of them needed it. That money could have been better spent finishing the stretch between Bennett Rd and Hwy 33 on SW14th. I visited with people on both SW29th and Coddington roads that expressed to me that the re-paving was a total waste of money as there was nothing wrong with the pavement that was there, i.e. no potholes, no pavement breakups, no lift or separation of the pavement. In order for these types of waste to be stopped it is going to take the commissioners to quit taking the engineer's word and actually going out and inspecting the areas to be paved.

SW14th Bennett road to Hwy 33:

- Is a dangerous stretch of road with potholes, that if they aren't graded over weekly, cause drivers to have to dodge them or risk losing control of their cars
- Has been widened, leveled, and the ditched graded to accommodate paving
- Has been on the 1-6 year plan for at least 15 years. This tells me that I am not the only one who thinks it should be a priority project
- 300 trucks and cars a day create an unhealthy environment for those that live along that road

John Virts CBCP (Certified Business Continuity Planner)

402-458-5357 Mon, Wed, Thur
 402-794-3123 Tues, Fri
 402-440-8189 Emergency Contact

From: Ray Stevens [mailto:RStevens@lancaster.ne.gov]
Sent: Monday, November 16, 2009 5:06 PM
To: Virts, John W.
Subject: RE: SW 14TH ST

John,

Starting/Ending points for the 2010 roads are:

Old Cheney 98th to 112
 Panama Rd. 96th to village of Panama
 W. Raymond Rd. NW 56th to NW 98
 Waverly Rd. 98th to 134th.
 Saltillo Rd. 96th to 120th
 S. 82nd from Roca Rd. north for 2.5 miles
 S. 82nd from Roca Rd. to Hickman Rd.
 S. 96th between Van Dorn and Pioneer.

Ray

From: Virts, John W. [mailto:John.Virts@experian.com]
Sent: Friday, November 06, 2009 1:46 PM
To: Ray Stevens
Subject: RE: SW 14TH ST

See the FY10 Road plan attached below that was taken from the County web site.

For each of the roads specified to be paved there is no way that I can see where on that road the paving is to begin and end. S -12 for example means nothing to me and I would bet is useless to most people outside the county engineers office.

Could you mark this up and return to me with From and To for each of the paving and repaving projects?

I would like to suggest to the county engineer's office that they put these documents in a form that the public can easily decipher.

Thanks

John Virts CBCP (Certified Business Continuity Planner)
402-458-5357 Mon,Wed,Thur
402-794-3123 Tues, Fri
402-440-8189 Emergency Contact

From: Ray Stevens [mailto:RStevens@lanaster.ne.gov]
Sent: Friday, November 06, 2009 1:06 PM
To: Virts, John W.
Subject: RE: SW 14TH ST

John,

I erred in my last e-mail. The Road and Bridge Public Hearing is TUESDAY, NOVEMBER 17, 2009 at 7:00 p.m.

Ray

From: Virts, John W. [mailto:John.Virts@experian.com]
Sent: Wednesday, November 04, 2009 3:54 PM
To: Ray Stevens
Subject: RE: SW 14TH ST

Of course it was smooth. Between the time I wrote you the note and the time you went down the road they ran the maintainer down the road.

Wittstruck Rd I understand as there is maybe 10-20 cars a day as opposed to the 300 or so on SW 14th.

John Virts CBCP (Certified Business Continuity Planner)
402-458-5357 Mon,Wed,Thur
402-794-3123 Tues, Fri
402-440-8189 Emergency Contact

From: Ray Stevens [mailto:RStevens@lanaster.ne.gov]
Sent: Wednesday, November 04, 2009 3:50 PM
To: Virts, John W.
Subject: RE: SW 14TH ST

John,

On Tuesday November 3, 2009 at approximately 2:30 p.m., I drove SW 14th from Saltillo to Roca Rd. At 40-45 mph it was smooth and comfortable and wide. I was much more apprehensive and uncomfortable driving Wittstruck from SW 14th to Highway 77 at 35-40 mph.

The Public Hearing on the 1 and 6 Year Road and Bridge Plan will be at 7:00 p.m. on Tuesday, November 16, 2009, in the County Board Chambers of the County City Building. At that time, the County Engineer will outline his plans for the 2010 fiscal year and for the 2011-2015 fiscal years. Testimony from the public is welcome.

SW 14th from Bennett Rd. to Roca Rd. is currently on the preliminary plan sometime in the 2011-2015 period. This is not a promise, only a preliminary plan. Money and public safety are the key components.

Ray Stevens

From: Virts, John W. [mailto:John.Virts@experian.com]
Sent: Monday, November 02, 2009 1:50 PM
To: Ray Stevens
Subject: RE: SW 14TH ST

Try driving down SW 14th now. If you can go 20 miles an hour you are lucky as there are potholes every six inches. They grade this road weekly if they can and it still has so much traffic the gravel road won't hold up.

Should have paved it clear to Hwy 33 while you were at it instead of wasting money on SW 29th and Coddington. Of course you paved it for the privileged few that just moved out to the new subdivision on SW 14th and Bennett road so they don't have to get their Mercedes muddy.

John Virts CBCP (Certified Business Continuity Planner)

402-458-5357 Mon,Wed,Thur
402-794-3123 Tues, Fri
402-440-8189 Emergency Contact

From: Ray Stevens [mailto:RStevens@lanaster.ne.gov]
Sent: Monday, July 13, 2009 1:27 PM
To: Virts, John W.
Subject: RE: SW 14TH ST

John,

Daily vehicle counts of 300 normally do not give rise to near term paving when other gravel roads in the county run 400-500 vehicles per day.

S. Coddington was repaved on the short end of its expected replacement schedule because it will be used as a detour next summer when W. Denton Rd. is repaved.

The County Engineer works diligently to balance his resources and dollars with the vehicle traffic and safety concerns of ALL Lancaster County Roads. For the last 4 or 5 years there has only been enough dollars to pave approximately 1 mile of gravel road. S. 82nd was an exception as that 2 miles will be the detour when the Hickman Viaduct closes S. 68th next year.

Ray Stevens

From: Virts, John W. [mailto:John.Virts@experian.com]
Sent: Monday, July 13, 2009 12:04 PM
To: Ray Stevens
Subject: RE: SW 14TH ST

Ray:

Who ever came up with the opinion that approximately 300 cars a day on a gravel road does not warrant paving the road has never sat on that road. If it was the county engineers, I would suggest that you request that they go sit at SW14th and Wittstruck road for a couple of hours with their car windows rolled down because until they do they are giving you flawed advice.

It is difficult to swallow that there is no money for paving when we see SW29th repaved and S. Coddington repaved when there was nothing wrong with the paving that was already there. That is not just my opinion, it is the opinion of those that live and travel those roads every day.

John Virts

1301 W Wittstruck Rd

Roca, NE 68430

From: Ray Stevens [mailto:RStevens@lancaaster.ne.gov]
Sent: Monday, July 13, 2009 11:44 AM
To: Virts, John W.
Subject: FW: SW 14TH ST

John,

This response may not satisfy you but it is a true reflection of the situation.

Ray Stevens
Lancaster County Commissioner

From: Ray Stevens
Sent: Tuesday, July 07, 2009 1:58 PM
To: 'goldiedw1@aol.com'
Subject: SW 14TH ST

Dan and Shirley Wolf,

Please see the explanation below as my response to your e-mail concerning SW 14th. Roads are upgraded and paved based on traffic counts, safety and the availability of funds. At this time, SW 14th from Bennett Rd. to Hwy 33 does not fit the criteria when compared to other areas of the county which do fit the criteria.

Every November there is a Public Hearing on the County Engineer's 1 and 6 year Road and Bridge Plan that outlines his plan for the upcoming year and the priorities for the following 5 years. That would be an appropriate time for you to voice your concerns. In the mean time, I have been made well aware of your concerns and the concerns of your neighbors and will continually bring it to the fore in all discussions with the County Engineer.

Ray Stevens
Lancaster County Commissioner

From: Ray Stevens
Sent: Monday, June 15, 2009 2:39 PM
To: 'Ojeda, Tony'
Subject: RE: SW 14TH ST

Tony,

Following up on my previous e-mail. Share with your neighbors if you wish because I don't know if I can get back to all of them.

SW 14th was on the "Standby" list for .8 mile of paving as of the public hearing last November. That means if funds become available or higher priority projects fall through, a "standby" is "shovel ready." ARRA Stimulus Funds became available to resurface Saltillo from Highway 77 to So. 70th and hence some funds freed up for SW 14th.

According to the County Engineer's traffic counts, the .8 mile of SW 14th has 448 vehicles per day (VPD). The mile from Bennett Rd. to Wittstruck has 279 VPD and the mile from Wittstruck to Roca Rd. has 302 VPD. Regardless of any efficiencies, there are not any more funds for the other 2 miles. The stretch from Bennett Rd. to Roca Rd. is on the 6 year plan meaning it is under consideration pending traffic counts that rise to a high priority and the availability of funds.

Let me know if you still have issues with any of these items.

Ray Stevens

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