

**MINUTES  
LANCASTER COUNTY BOARD OF COMMISSIONERS  
MONDAY, DECEMBER 6, 2010  
COMMISSIONERS HEARING ROOM, ROOM 112  
FIRST FLOOR, COUNTY-CITY BUILDING  
7:00 P.M.**

Commissioners Present: Bernie Heier, Chair  
Ray Stevens, Vice Chair  
Deb Schorr  
Bob Workman

Commissioners Absent: Larry Hudkins

Others Present: Don Thomas, County Engineer  
Dan Nolte, 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, 2011, through June 30, 2016.**

Copies of the Lancaster County Road and Bridge Construction Program Fiscal Year 2011 were made available (Exhibit A).

The Chair opened the public hearing and asked those wishing to testify to stand. The group was administered the oath.

Don Thomas, County Engineer, welcomed everyone to the Fiscal 2011 One and Six-Year Road and Bridge Improvement public hearing. He highlighted completed improvements for Fiscal Year 2010, offered some general comments about the road program and gave a summary of the 2011 program (Exhibit B).

Jim Jeffers, James Arthur Vineyards, discussed replacement of the bridge on Raymond Road. He stressed the importance of a bypass for that area to accommodate rescue vehicles and the heavy traffic. Thomas said the timeline for bridge replacement depends on federal aid.

Dave Dykman, City of Hickman, expressed his appreciation for the work done in the Hickman area. He asked for work on S. 68<sup>th</sup> Street from the viaduct to either Panama Road or Norris School. He confirmed with Thomas that grading would be done on S. 54<sup>th</sup> Street in 2011 or 2012.

Cindy Wilson, 12400 S. 82<sup>nd</sup> Street, discussed the increased traffic on S. 82<sup>nd</sup> Street. She said the road is becoming hazardous and asked that it be paved. Thomas said engineering is being done on S. 82<sup>nd</sup> Street to grade it.

Dennis Butte, 12300 S. 82<sup>nd</sup> Street, discussed the impact of increased traffic on S. 82<sup>nd</sup> Street. He noted the excess dust caused by the extra traffic and asked the County to move up the paving schedule.

Heier noted the problem of excess dust on all the gravel roads due to lack of rain.

Lorene Behrends, 12200 S. 82<sup>nd</sup> Street, expressed concern over the safety of S. 82<sup>nd</sup> Street. She discussed use of speed limit signs and better maintenance.

Stan Campbell, 1111 E. Hillcrest Drive, appeared on behalf of University of Nebraska-Lincoln (UNL) Campus Recreation and was administered the oath. He stated the UNL leadership training center and the challenge course are located on W. Superior Street and do not have reliable access. Campbell requested placement of rock on NW 70<sup>th</sup> Street to prevent vehicles from becoming stuck on the dirt road.

Gary Bentrup, 3936 Dudley Street, appeared on behalf of the Great Plains Trail Network and asked the County to consider the trails when planning roads and bridges. He submitted two comprehensive plan proposals (Exhibit C and Exhibit D).

Jordan Messerer, 714 Elmwood Avenue, appeared on behalf of UNL Campus Recreation. He stressed the importance of having reliable access on NW 70<sup>th</sup> Street.

Mark Hunzeker, 600 Wells Fargo Center, appeared on behalf of Doug and Kimberly Rath, owners of property along the west side of NW 70<sup>th</sup> Street. He asked the County to consider moving the center line on NW 70<sup>th</sup> Street instead of widening the road where it currently is to avoid losing a well and some trees located along the road. Stevens asked how many residences were on NW 70<sup>th</sup> Street and W. Superior Street. Hunzeker said there was one residence on W. Superior Street but none on NW 70<sup>th</sup> Street where the upgrade would take place.

Jim Cook, 3339 S. 40<sup>th</sup> Street, appeared on behalf of the Great Plains Trail Network. He distributed the recommended Lancaster County growth scenario (Exhibit E) and asked that the parties involved cooperate in long term planning.

Dale Arp, 426 Steele Avenue, appeared on behalf of the Great Plains Trail Network. He gave examples of how the County could plan their roads and bridges in conjunction with the trails.

Doug Rath, 2770 Woodcrest Avenue, discussed the need for finishing NW 70<sup>th</sup> Street. He asked the County to consider moving the center of the road to save the well and the trees along the road.

Jim Brown, 8757 Bennet Road, asked about the quarter-mile of dirt on Bennet Road. Thomas said it will become part of the 82<sup>nd</sup> Street grading project.

Jerry David, 5001 S. 1<sup>st</sup> Street, appeared on behalf of Lincoln City Church. He thanked the County for their work.

Brett Baker, City of Hickman, discussed growth in Hickman and Lancaster County. He asked that the County continue to work with Hickman on improvements needed. Baker discussed the large amount of traffic on S. 68<sup>th</sup> Street south of the viaduct and wondered if a corridor study could be done. Thomas asked Baker to have the Hickman Council send a letter to the County regarding the study.

Robert Schmucker, 7800 W. Agnew Road, asked where W. Agnew Road improvements were at on the County's plan. He discussed the amount of traffic using the road and paving a few blocks into Agnew.

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

Stevens said the County has to consider traffic count and safety, as well as funds available, in deciding which projects to make a priority. Stevens stated more road paving would require more taxes.

Workman discussed paving on Arbor Road, which was addressed to him by a constituent. He explained that around \$450,000 from keno funds was spent to pave one-tenth of a mile for a new motocross track. Workman felt the road should be finished, even if only with gravel, to connect to 84<sup>th</sup> Street.

**MOTION:** Workman moved and Stevens seconded that the Engineer's Department perform an in-house informal investigation with the possibility of extending Arbor Road for three-tenth of a mile to 84<sup>th</sup> Street.

Thomas noted one requirement would be a donation of 120 feet of right-of-way. Stevens questioned the cost involved. Thomas said it is minimal cost. Workman stressed the importance of looking into the future when developing roads.

Workman thanked everyone, noting it would be his final One and Six Road and Bridge meeting before his retirement.

Heier commended Workman and Stevens for their contributions on the Board.

**ROLL CALL:** Workman, Schorr and Heier voted aye. Stevens voted nay. Motion carried 3-1.

The Chair closed the public hearing.

2) **ADJOURNMENT**

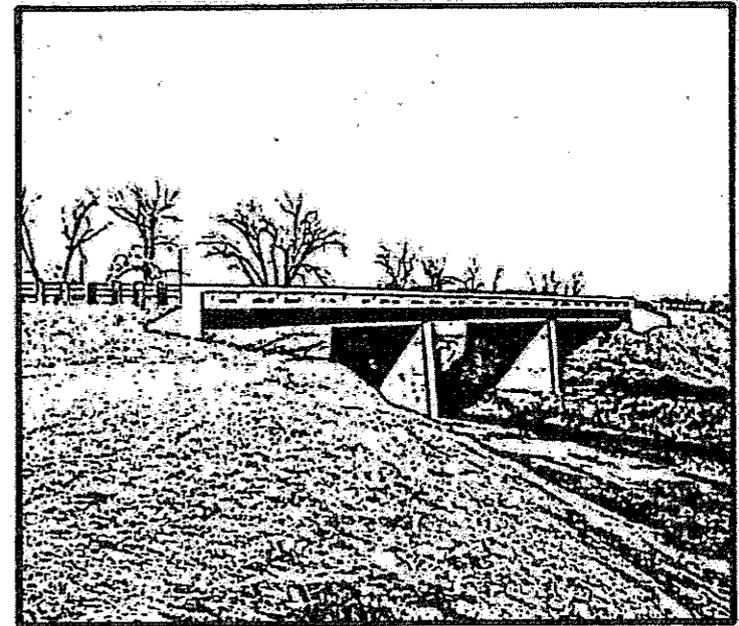
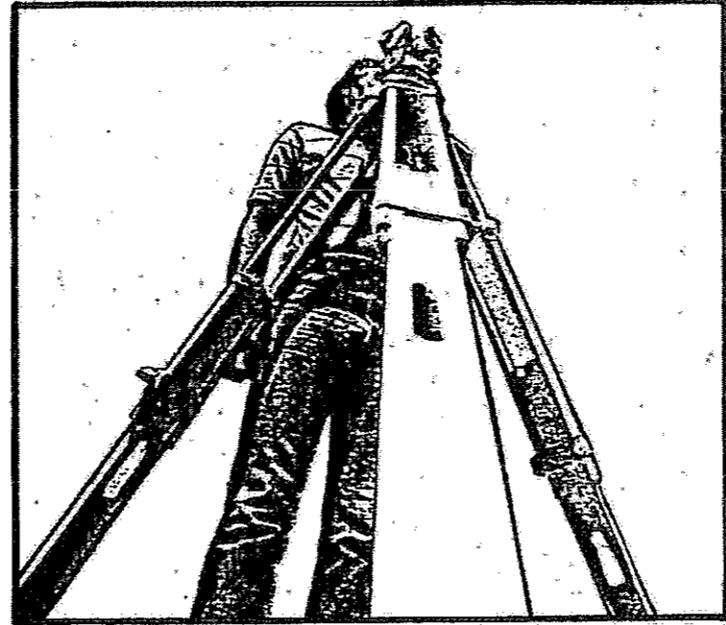
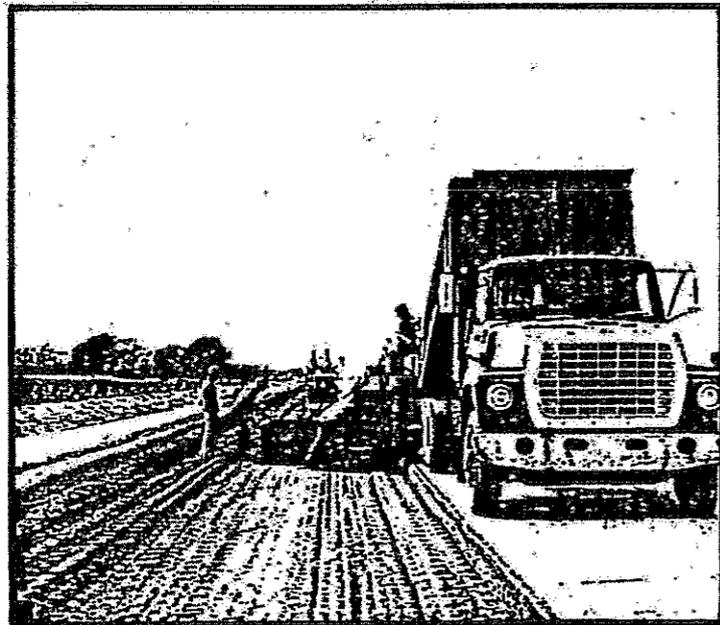
**MOTION:** Schorr moved and Stevens seconded to adjourn at 8:24 p.m. Schorr, Workman, Stevens and Heier voted aye. Motion carried 4-0.

/s/Dan Nolte

---

**Dan Nolte**  
**Lancaster County Clerk**

# LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM FISCAL YEAR 2011



LANCASTER COUNTY ENGINEERING DEPARTMENT

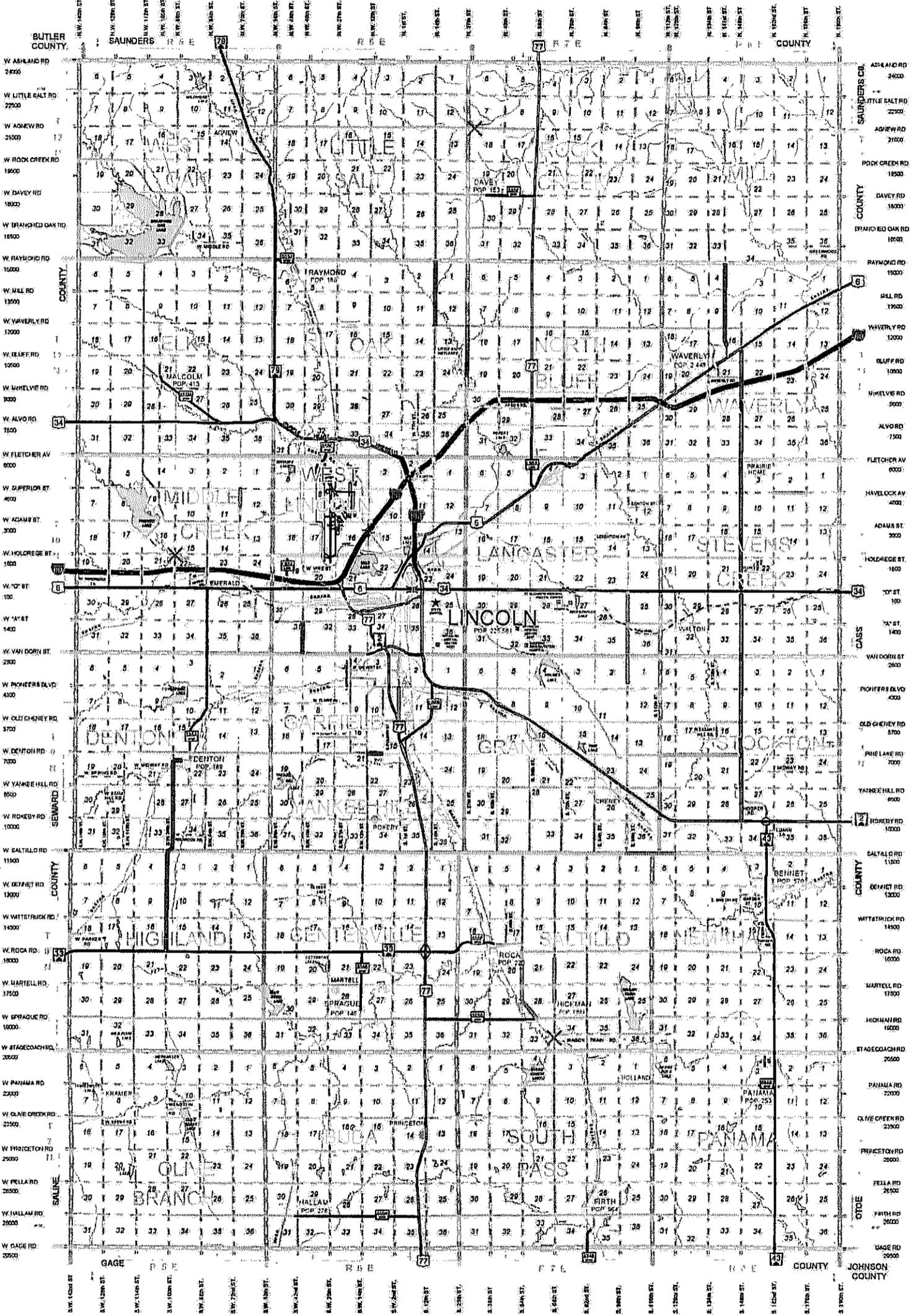
## FISCAL YEARS 2011 AND 2012 - 2016

Normally projects that are programmed for work in Fiscal Year 2011 are also included in Fiscal Years 2012 - 2016 being advanced one step.

Projects that are included in Fiscal Year 2011 program on a "stand-by" basis are repeated in the Fiscal Years 2012 - 2016 program listings at the next advanced step. They are included on the Fiscal Years 2012 - 2016 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 2012 - 2016 listings.

## Proposed Highway Improvement Program - Fiscal Year 2011

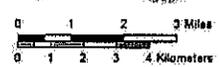


SOURCE:

Lancaster County Records, Lancaster County Engineering Department  
 1992 Lancaster County Map, Lancaster County Engineering Department  
 1997 Lancaster County Map, Lancaster County Engineering Department  
 2001 Lancaster County Map, Lancaster County Engineering Department  
 City Limits for Lincoln, City of Lincoln-Lancaster County Planning Department  
 Census Bureau TIGER/Line Data, U.S. Department of Commerce  
 Digital Aerial Orthophotography, Nebraska Department of Natural Resources  
 U.S.G.S. Topographic Quadrangles, U.S. Department of the Interior

**PROPOSED IMPROVEMENTS:**

- PAVING
- GRADING
- ENGINEERING
- RIGHT OF WAY
- BRIDGES



**LANCASTER COUNTY ENGINEERING DEPARTMENT**  
 444 Cherry Creek Road Bldg. C  
 Lincoln, Nebraska 68528  
 Tel: 402-441-7681 Fax: 402-441-8692

J:\2011\2011map\2011.mxd















LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2011

**ROADS**

**STANDBY PROJECTS**

— Transfer into 1-Year Plan

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 <sup>st</sup> Street	C55-O-412(1)	Local	Gravel	161	Yankee Hill	W-2	0.5 Mile	ROW	ROA-1	12,000
N. 27 <sup>th</sup> Street	C55-G-407(2)	Local	Gravel	201-259	North Bluff	W-18,19	1.5 Miles	Engineering	ROA-1	25,000
S. 68 <sup>th</sup> Street	C55-X-402(4)	Other Arterial	Pavement	2,211-3,123	South Pass	W-3,10,15	3.0 Miles	2 <sup>nd</sup> Stage Pavement	N/A	400,000
N. 112 <sup>th</sup> St.	C55-J-401(1)	Other Arterial	Gravel	270-381	Stevens Creek	W-18,19	2.0 Miles	Engineering	RUTS	60,000
S. 120 <sup>th</sup> St.	C55-QR-408(1)	Other Arterial	Gravel	475	Nemaha Stockton	W-5 W-32	1.2 Miles	Paving	ROA-1	391,000
N. 141 <sup>st</sup> St.	C55-#11	Local	Dirt	10	Mill	In 16	1.0 Mile	Rock Surfacing	RL-3	8,000
S. 162 <sup>nd</sup> 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
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
East Beltway	DPU (156)	Expressway	N/A	N/A	Stockton Stevens Creek Waverly	In 29,20,17,8,5 In 32,29,20,17,8,5 In 32, 29	13.0 Miles	Engineering, ROW	DR-2	425,000 (F) 300,000 (L) 3,300,000 (C)
Gage Road	C55-#152	Local	Dirt	9	Buda	S-31	0.4 Mile	Rock Surfacing	RL-3	2,400





LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM

Federal (F) = \$ 604,640  
 State (S) = \$2,537,790  
 County (C) = \$ 167,170  
 RTSD = \$2,673,112

FISCAL YEAR 2011

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
Agnew Road	C55-B-128d	Driveway	Dirt	5	Rock Creek	In-7	B-128d	20'	C.B.C.	HL-93	53,800(C)
S. 68 <sup>th</sup> Street	C55-S-401(6)	Other Arterial	Asphalt	2,864	Saltillo	W-34	S-26	48'	745' Viaduct	HS-25	2,500,000 (S) 2,673,112(RTSD)
NW 98 <sup>th</sup> Street	BRO-7055(102)	Local	Gravel	67	Middle Creek	W-22	M-127	28'	155' P.C.G.	HL-93	37,790 (S) 113,370 (C) 604,640 (F)

ALL BRIDGES ARE DESIGNED WITH REGARD TO ENVIRONMENTAL COMPATIBILITY

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2011

**BRIDGES**

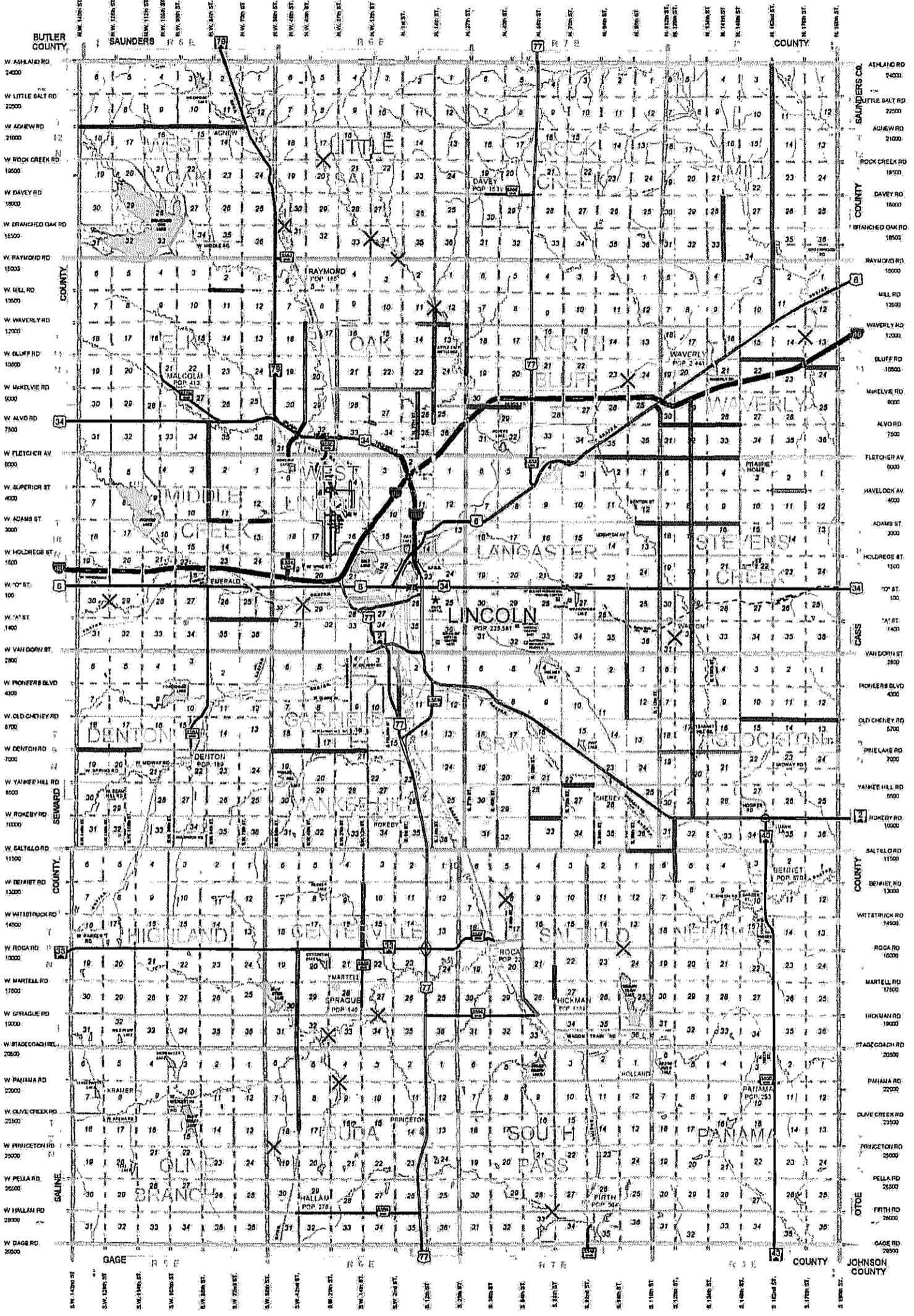
---Transferred to One-Year Program

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
SW 40 <sup>th</sup> St	STPN-BR-TMT-5267(1)	Local	Gravel	155	W.Lincoln-Garfield	W-29	L-218	42'	170' C.G.B.	HL-93	854,000
NW 98 <sup>th</sup> St.	BRO-7055(102)	Local	Gravel	67	Middle Creek	W-22	M-127	28'	155' P.C.G.	HL-93	755,800
So. 68 <sup>th</sup> Street	C55-S-401(6)	Other Arterial	Asphalt	2,864	Saltillo	W-34	S-26	48'	745' RR Viaduct	HS-25	5,173,112
W. Sprague Road	BR-3280(4)	Other Arterial	Asphalt	754	Centerville	S-27	T-108	30'	125' C.C.S.	HL-93	736,700
W. Princeton Road	C55-W-164	Local	Gravel	28	Buda	S-18	W-164	30'	C.B.C.	HL-93	103,800

ALL BRIDGES ARE DESIGNED WITH REGARD TO ENVIRONMENTAL COMPATIBILITY

## Proposed Highway Improvement Program - Fiscal Years 2012 - 2016



Lancaster County Records, Lancaster County Engineering Department  
1992 Lancaster County Map, Lancaster County Engineering Department  
1997 Lancaster County Map, Lancaster County Engineering Department  
2001 Lancaster County Map, Lancaster County Engineering Department  
City Limits for Lincoln, City of Lincoln-Lancaster County Planning Department  
Census Bureau TIGER/Line Data, U.S. Department of Commerce  
Digital Aerial Orthophotography, Nebraska Department of Natural Resources  
U.S.G.S Topographic Quadrangles, U.S. Department of the Interior

**LANCASTER COUNTY ENGINEERING DEPARTMENT**  
444 Cherry Creek Road Bldg. C  
Lincoln, Nebraska 68528  
Tel: 402-441-7681 Fax: 402-441-8692

**PROPOSED IMPROVEMENTS**

- PAVING
- GRADING
- ENGINEERING
- RIGHT-OF-WAY
- BRIDGES



COPYRIGHT 2011 LANCASTER COUNTY ENGINEERING DEPARTMENT NEBRASKA U.S.A.  
Printed Date: August 2011

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2012 - 2016

**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 <sup>st</sup> Street	C55-O-408(4)	Local	Gravel	121	Yankee Hill	W-11	1.0 Mile	Pavement	ROA-1	400,000
N. 7 <sup>th</sup> Street	C55-F-418(1)	Local	Dirt & Gravel	252	Oak	In 26 & 35	1.5 Miles	Engineering	RL-1	20,000
SW 14 <sup>th</sup> Street	RS- 532(14)	Other Arterial	Gravel	279-302	Centerville	W-15,10	2.0 Miles	Pavement	ROA-1	800,000
N. 14 <sup>th</sup> Street	C55-F-417(2)	Other Arterial	Pavement	2,920-3,082	Oak	W-13,24,25	2.5 Mile	Engineering	ROA-1	45,000
N. 14 <sup>th</sup> Street & Waverly Road	C55-F-417(3)	Other Arterial	Pavement Gravel	257-3,022	Oak	S-11,12 W-12,13	1.0 Mile	Pavement, Grading & Structures	ROA-1	500,000
N. 27 <sup>th</sup> Street	C55-G-407(2)	Local	Gravel	237-298	North Bluff	W-18, 19	1.5 Miles	ROW	ROA-1	50,000
NW 27 <sup>th</sup> Street	C55-F-415(3)	Collector	Gravel	228-298	Oak	W-16,21,28	3.0 Miles	ROW	ROA-1	80,000
NW 40 <sup>th</sup> Street	C55-F-419(1)	Local	Gravel	66	Oak	W-32,29,20,17	3.5 Miles	Engineering	ROA-1	40,000
SW 42 <sup>nd</sup> 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 <sup>th</sup> Street	C55-F-414(2)	Other Arterial	Pavement	3,577	Oak	In 31	0.8 Mile	Engineering (4 lanes)	Urban Section	20,000
NW 48 <sup>th</sup> Street	C55-L-410(1)	Other Arterial	Pavement	11,409	West Lincoln	In 19	0.5 Mile	Engineering (4 lanes)	Urban Section	13,000
S. 54 <sup>th</sup> Street	C55-S-405(3)	Local	Gravel	179-238	Saltillo	W-21,28	2.0 Miles	Grading & Structures	ROA-1	250,000
S. 68 <sup>th</sup> Street	STPE-3265(7)	Other Arterial	Pavement	4,982-5,251	Saltillo	W-22,27	1.3 Miles	Grading, Structures, Pavement	ROA-1	473,000 (F) 117,000 (C)
S. 82 <sup>nd</sup> Street	C55-S-404(4)	Local	Gravel	124-174	Saltillo	W-2,11,14	2.5 Miles	ROW	ROA-1	100,000
NW 84 <sup>th</sup> Street	C55-EM- 401(1)	Collector	Gravel	235-273	Elk Middle Creek	W-35 W-11 & 2	3.0 Miles	Pavement	ROA-1	1,200,000

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2012 - 2016

**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 <sup>th</sup> Street	C55-KP-412(1)	Local	Gravel	244	Grant	W-1	0.7 Mile	Paving	RUTS	300,000
S. 98 <sup>th</sup> Street	C55-K-412(2)	Local	N.A.	0	Lancaster	W-25	1.0 Mile	Grading & Structures	RUTS	200,000
S. 98 <sup>th</sup> Street	C55-KP-412(1)	Local	Gravel	196	Lancaster	W-36	1.0 Miles	Grading & Structures	RUTS	300,000
S. 98 <sup>th</sup> Street	C55-KP-412(2)	Local	Gravel	244	Grant	W-12	1.0 Mile	Pavement	RUTS	400,000
N. 112 <sup>th</sup> Street	C55-GH-402(1)	Other Arterial	Gravel	140	North Bluff Waverly	In 25 W-30	0.7 Mile	Engineering	ROA-1	10,000
S. 112 <sup>th</sup> Street & N. 112 <sup>th</sup> Street	C55-J-401(1)	Other Arterial	Gravel	220-381	Stevens Creek	W-18,19,30	3.0 Miles	ROW	ROA-1	25,000
S. 120 <sup>th</sup> Street	C55-QR-408(1)	Other Arterial	Gravel	318	Nemaha	W-5	0.8 Mile	Pavement	ROA-1	320,000
N. 141 <sup>st</sup> Street	C55-A-401(5)	Other Arterial	Gravel	147-244	Mill	In 28,33	2.0 Miles	Pavement	ROA-1	800,000
N. 162 <sup>nd</sup> Street	C55-A-401(4)	Other Arterial	Gravel	170-235	Mill	W-2,11,14,23	4.0 Miles	Pavement	ROA-1	1,600,000
N. 162 <sup>nd</sup> Street	C55-A-401(5)	Local	Gravel	263-324	Waverly Mill	W-2 W-26,35	2.3 Miles	Pavement	ROA-1	920,000
N. 162 <sup>nd</sup> Street	C55-H-410(1)	Local	Gravel	248-279	Waverly	W-2,11	1.7 Miles	Pavement	ROA-1	680,000
West "A" Street	C55-ML-405(1)	Collector	Gravel	213-410	West Lincoln Middle Creek	S-30 S-26,25	2.2 Miles	Pavement	ROA-1	880,000
E. Adams Street	C55-KJ-403(1)	Other Arterial	Gravel	217-558	Lancaster Stevens Creek	S-12 S-7,8,9	3.3 Miles	Pavement	ROA-1	1,320,000
W. Adams Street	C55-M-415(2)	Local	Gravel	145-169	Middle Creek	S-11,12	1.6 Miles	Engineering	ROA-1	20,000

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2012 - 2016

**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
W. Agnew Road	C55-D-401(1)	Other Arterial	Gravel	33-196	West Oak	S-7,8,9,10,11	5.1 Miles	Engineering	ROA-1	75,000
Alvo Road	C55-H-411(1)	Local	Gravel	119-135	Waverly	S-28,29,30	2.5 Miles	Engineering	ROA-1	25,000
Arbor Road	C55-G-408(1)	Local	Gravel	438-449	North Bluff	In-29, 30	1.75 Miles	Pavement	ROA-1	700,000
Bluff Road	C55-H-402(1)	Other Arterial	Gravel	171-308	Waverly	S-15,14 In 23,24	3.2 Miles	Pavement	ROA-1	1,280,000
W. Denton Road	C55-N-404(1)	Collector	Gravel	265-403	Denton	S-17,18	2.0 Miles	Pavement	ROA-1	800,000
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	179-271	Waverly North Bluff	S-31 S-35 & 36	2.5 Miles	Pavement	ROA-1	1,000,000
Fletcher Avenue	C55-H-409(1)	Other Arterial	Gravel	108-180	Waverly	S-32,33,	2.0 Miles	Pavement	ROA-1	800,000
Havelock Avenue	C55-J-403(2)	Local	Dirt	48	Stevens Creek	S-2	1.0 Mile	Grading & Structures	RL-1	150,000
McKelvie Road	C55-F-405(1)	Local	Gravel	96-209	Oak	S-21,22,23	3.0 Miles	ROW	ROA-1	90,000
W. 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	325-439	Stockton	S-10,11,12	3.0 Miles	Pavement	ROA-1	1,200,000
Pine Lake Road	C55-Q-409(1)	Local	Gravel	156-288	Stockton	S-16,17,18	2.5 Miles	Grading & Structures	ROA-1	250,000

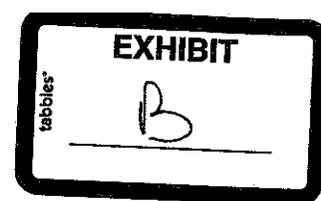


LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEARS 2012 - 2016

**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	1,394	Little Salt	S-34	C-91	32'	200' P.C.G.	HL-93	1,200,000
NW 12 <sup>th</sup> St.	BRO-7055(84)	Local	Dirt	11	Little Salt	W-34	C-172	28'	60' C.C.S.	HL-93	309,400
W. Rock Creek Road	C55-C-220	Local	Gravel	26	Little Salt	S-17	C-220	28'	160' P.C.G.	HL-93	660,000
W. Branched Oak Road	C55-C-224	Local	Gravel	65	Little Salt	S-30	C-224	28'	140' C.C.S.	HL-93	556,100
N. 14 <sup>th</sup> St	BR-3405(5)	Other Arterial	Asphalt	3,022	Oak	W-12	F-88	40'	140' C.C.S.	HL-93	1,100,000
N. 98 <sup>th</sup> St.	C55-G-222	Collector	Gravel	161	North Bluff	W-24	G-222	32'	320' D.S.G.	HL-93	1,714,500
N. 176 <sup>th</sup> St.	C55-H-120	Local	Gravel	61	Waverly	W-13	H-120	28'	160' P.C.G.	HL-93	718,400
S. 120 <sup>th</sup> St.	C55-J-138	Local	Gravel	242	Stevens Creek	W-32	J-138	28'	75' C.C.S.	HL-93	366,700
SW 126 <sup>th</sup> Street	C55-M-178	Local	Gravel	38	Middle Creek	W-29	M-178	28'	110' C.C.S.	HL-93	422,600
S. 46 <sup>th</sup> St.	C55-S-59	Local	Gravel	162	Saltillo	In-8	S-59	36'	C.B.C.	HL-93	175,200
Roca Road	RUR-3290(2)	Other Arterial	Asphalt	816	Saltillo	S-13	S-179	40'	80' C.C.S.	HL-93	631,800
SW 29 <sup>th</sup> Street	C55-T-177	Local	Gravel	117	Centerville	W-33	T-177	28'	140' P.C.G.	HL-93	528,500
W. Panama Rd.	C55-W-116	Local	Gravel	327	Buda	S-4	W-116	28'	80' C.C.S.	HL-93	384,120
Firth Road	C55-X-205	Other Arterial	Asphalt	964	South Pass	S-28	X-205	32'	145' P.C.G.	HL-93	799,500

ALL BRIDGES ARE DESIGNED WITH REGARD TO ENVIRONMENTAL COMPATIBILITY



**LANCASTER COUNTY  
ONE & SIX YEAR ROAD HEARING  
FISCAL 2011**

I WOULD LIKE TO WELCOME ALL OF YOU TO THE FISCAL 2011 ONE AND SIX YEAR ROAD AND BRIDGE IMPROVEMENT HEARING.

THIS TIME OF THE YEAR REPRESENTS THE CONCLUSION OF MOST OF THE YEAR 2010 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 2.00 MILES OF S-82ND STREET FROM THE ROCA ROAD TO THE HICKMAN ROAD FOR THE HICKMAN VIADUCT DETOUR IN FISCAL 2011.**
  
- **PAVEMENT OVERLAYS WERE PERFORMED ON ABOUT 13.5 MILES OF EXISTING PAVED ROADS. THE OVERLAY PROGRAM ALSO INCLUDED A STIMULUS PROJECT ON 4.1 MILES OF SALTILLO ROAD GOING EAST FROM HIGHWAY # 77. THIS PROJECT WAS AN EXPERIMENTAL PROJECT THAT INCLUDED A HOT-IN-PLACE RECYCLING OF THE TOP INCH AND A HALF AND THEN CAPPED OFF WITH AN INCH AND A HALF OVERLAY WITH VIRGIN ASPHALT.**
  
- **THE GRADING PROGRAM SAW THE COMPLETION OF THE REMAINING 2.2 MILES ON THE BLUFF ROAD EAST OF WAVERLY TO THE EAST COUNTY LINE AND 0.7 MILE ON THE ARBOR ROAD GOING EAST FROM ABOUT S-68TH STREET TO PROVIDE ACCESS TO THE NEW MOTORCROSS TRACK.**

----- THE BRIDGE PROGRAM INCLUDED THE FEDERAL AID REPLACEMENT OF A 4-BARREL BOX CULVERT ON EAST FLETCHER AVENUE BETWEEN N- 162nd AND N-176th STREET. THIS PROJECT WAS DONE USING FEDERAL STIMULUS FUNDS AND ON A HISTORICAL NOTE - THE OLD STRUCTURE WAS BUILT IN 1941 FOR \$3900 AND WAS A COST SHARED WPA AND COUNTY PROJECT. THIS MAY HAVE BEEN " THE ORIGINAL FEDERAL STIMULUS PROGRAM"

THE 2010 ROAD AND BRIDGE IMPROVEMENT PROGRAM HAD A TOTAL CONSTRUCTION COST NEAR \$ 4.3 MILLION DOLLARS - WITH ABOUT \$ 1.5 MILLION OF THAT COMING FROM OTHER AGENCIES.

**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 PAVEMENT. THE DIFFICULTY IN GETTING MORE PAVED MILEAGE,-- RELATES TO AN INCREASE IN PRICE OF PRODUCTS SUCH AS ASPHALT AND FUEL, COMBINED WITH A DECLINE IN GAS TAX REVENUES AND A FAIRLY STAGNATE ECONOMY.

THERE IS ANOTHER IMPORTANT ASPECT TO OUR ABILITY TO AFFORD ROAD IMPROVEMENTS BEYOND FUNDING OR THE COST OF OIL AND THAT IS THE EXPANSION OF THE ROAD PROGRAM OVER THE YEARS. CONSIDER THE FOLLOWING CHANGES THAT HAVE OCCURRED OVER THE LAST 30 YEARS -- LARGELY TRIGGERED BY THE GROWTH THAT HAS OCCURRED 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. THE ANNUAL COLLECTION OF TRAFFIC COUNTS HAS BECOME AN INVALUABLE TOOL FOR ASSOCIATING TRAFFIC VOLUMES WITH THE TYPE OF ROAD OR BRIDGE IMPROVEMENTS NEEDED AND THEN TO ESTABLISH PRIORITIES FOR THOSE IMPROVEMENTS.

IN THE MID 1990's, AS A RESULT OF CONTINUED GROWTH AND WITH THE AID OF MORE CURRENT TRAFFIC INFORMATION, WE ADDED NEW PAVEMENT AS THE THIRD CATEGORY TO THE ROAD PROGRAM. 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. MORE RECENTLY WE HAVE ADDED THE FIFTH AND SIXTH CATEGORIES -- THE "RUTS" STANDARDS FOR GRADING AND PAVING ROADS CLOSE TO LINCOLN AND THE EAST BELTWAY CORRIDOR PROTECTION, DESIGN AND RIGHT OF WAY ACQUISITION.

I WOULD ALSO OFFER ANOTHER CATEGORY THAT, WHILE IT HAS BEEN AROUND FOR MANY YEARS, THE FOCUS AND NEW REGULATIONS HAVE CHANGED, PLACING GREATER EMPHASIS ON RELECTIVITY REGULATIONS IN REGARDS TO SIGNS AND PAVEMENT MARKINGS. THIS INCREASED EMPHASIS IS DUE IN PART, AT LEAST, TO A SIGNIFICANT INCREASE IN THE NUMBER OF OLDER DRIVERS AND THE NEED TO ADDRESS NIGHT- TIME DRIVING ISSUES.

I CAN, ON A MORE PERSONAL LEVEL, CERTAINLY IDENTIFY WITH THIS GROUP AND THEIR NEEDS. NO LONGER DO YOU SIMPLY INSTALL A SIGN AND FORGET IT. SIGN FACES MUST MEET SOME MINIMUM REFLECTIVITY REQUIREMENTS AND TO ADDRESS THESE REQUIREMENTS WE HAVE DEVELOPED A DATABASE FOR SIGN INVENTORY AND HISTORICAL INFORMATION. THE DATABASE HELPS US TO PLACE DIFFERENT SIGN TYPES ON A SPECIFIED CYCLE FOR REPLACEMENT TO INSURE THAT WE GET THE MOST GOOD FROM THE SIGN IN TERMS OF VISIBILITY.

MY INTENT IN PROVIDING THIS OVERVIEW OF THE EVOLUTION OF THE ROAD PROGRAM, SINCE THE 1980's, IS TO PROVIDE YOU WITH SOME UNDERSTANDING THAT THERE IS A SIGNIFICANT NUMBER OF PROGRAMS THAT ARE COMPETING FOR A LIMITED AMOUNT OF FUNDING.

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 FUNDING. THE REDUCTION IN GAS TAX REVENUE GOING TO THE STATE HIGHWAY TRUST FUND IS ALSO EVIDENT ON THE FEDERAL LEVEL. THE REDUCTION OF REVENUES HAS A DIRECT IMPACT ON THE RECONSTRUCTION OF EXISTING PAVED ROADS --- AS THIS PROGRAM IS WHERE WE PRESENTLY DEDICATE OUR FEDERAL ROAD FUNDING. THE REDUCED REVENUES AND CHANGES IN THE DISTRIBUTION OF FEDERAL FUNDS ALONG WITH AN INCREASE IN REGULATIONS WILL TRANSLATE INTO PROJECT DELAYS. MORE SPECIFICALLY --- THE RECONSTRUCTION OF THE DENTON ROAD AND THE LAST MILE AND A HALF OF S-68TH STREET NORTH OF HICKMAN. MY BEST ESTIMATE FOR THE DENTON ROAD IS FISCAL 2013. I AM UNABLE, AT THIS TIME TO PREDICT WHEN THE IMPROVEMENTS TO S-68TH STREET WILL OCCUR AS THE OLD FEDERAL

HIGHWAY ACT HAS EXPIRED AND CONGRESS HAS YET TO ADOPT A NEW HIGHWAY BILL.

THE NEW PAVING PROGRAM HAS BEEN IN DECLINE IN THE PAST FEW YEARS AS INDICATED BY THE REDUCED MILEAGE THAT WE ARE ADDING ANNUALLY. THE PAVING PROGRAM REMAINS A CRITICAL PART OF THE OVERALL ROAD PROGRAM AS VOLUMES INCREASE AND SAFETY BECOMES A LARGER CONSIDERATION. WE WILL ADD ONLY 0.3 OF A MILE OF NEW PAVING THIS YEAR ON THE ROKEBY ROAD GOING EAST FROM S-56th STREET. THIS PROJECT, HOWEVER, IS CONTINGENT UPON US RECEIVING A REIMBURSEMENT FROM THE STATE DEPARTMENT OF ROADS FOR RECROAD WORK WE HAVE COMPLETED AT BRANCHED OAK LAKE.

THE INTERSECTION STREET LIGHTING PROGRAM CONTINUES TO BE AN IMPORTANT PART OF THE ROAD PROGRAM AS WE SEE TRAFFIC COUNTS INCREASING ON OUR PAVED ROADS. WE HAVE ALSO EXPANDED THIS PROGRAM TO INCLUDE SUBDIVISION ENTRANCES ON THE HIGHER VOLUME ROADWAYS. WE HAVE ALSO ADDED FLASHING YELLOW OR RED BEACONS ON STOP OR STOP AHEAD SIGNS AS A PART OF THIS PROGRAM. WE HAVE BEEN EXPERIMENTING WITH SOLAR POWERED BEACONS AND FOR THE MOST PART ARE PLEASED WITH THE RESULTS. WE ARE, HOWEVER, GOING TO REPLACE ONE OF THESE SOLAR POWERED BEACONS ON A STOP AHEAD SIGN AT HIGHWAY # 77 AND THE WAVERLY ROAD. THERE ARE SOME ISSUES RELATED TO TREE SHADING AND VISIBILITY THAT WE HOPE WILL BE SOLVED WITH A HARD-WIRED LITE.

RAIL CROSSING IMPROVEMENTS CONTINUE TO BE AN IMPORTANT PART OF THE PROGRAM AND WE HAVE BEGUN THE CONSTRUCTION OF THE HICKMAN VIADUCT AND EXPECT TO BE DONE IN THE LATE FALL OF 2011.

6

THE GRADING PROGRAM, WHICH IS THE REBUILDING OF THE EXISTING OLDER GRAVEL OR DIRT ROADS, REMAINS AN IMPORTANT PROGRAM FOR THOSE NEEDED 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 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 2011 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 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 **2011** 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 2010 (PAGE # 10) AND THE PROPOSED BRIDGE WORK FOR FISCAL 2011 (PAGE # 11 ). PAGE # 12 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 2011 INCLUDES THE FOLLOWING PROJECTS:

----- **THE FEDERAL AID REPLACEMENT OF A DEFICIENT BRIDGE ON NW-98th STREET JUST SOUTH OF HOLDREGE STREET.**

----- **THE REPLACEMENT OF A WOOD BRIVE BRIDGE ALONG THE AGNEW ROAD BETWEEN N-27th AND N-40th WITH A CONCRETE BOX CULVERT.**

----- **THE CONSTRUCTION OF A VIADUCT OVER THE BURLINGTON RAILROAD AND SALT CREEK ON S-68TH STREET ON THE SOUTH EDGE OF HICKMAN. THIS BRIDGE HAS BEEN IN THE WORKS FOR NEARLY 10 YEARS.**

THE BREAKDOWN OF THE CONSTRUCTION COSTS FOR THE BRIDGE PROGRAM IS INDICATED IN THE UPPER LEFT CORNER ON PAGE # 11. THE BRIDGE REPLACEMENT COSTS FOR **2011** TOTAL ABOUT \$ **6,000,000** DOLLARS. THE BREAKDOWN OF FUNDING WOULD INCLUDE A LOCAL SHARE OF ABOUT

**\$167,000, FEDERAL AID OF ABOUT \$600,000 AND ABOUT \$ 2.5 MILLION EACH COMING FROM THE RTSD AND THE STATE DEPARTMENT OF ROADS.**

**I WOULD NOW REFER YOU TO THE BLUE SECTION OF YOUR HANDOUT WHICH COVERS ROAD PROJECTS THAT ARE PROPOSED FOR FISCAL 2011. THESE SHEETS INCLUDE BOTH THE WORK COMPLETED IN FISCAL 2010 (PAGE #1 ) AND PROPOSED FISCAL 2011 WORK (PAGES # 2 THRU # 7). PAGES # 8 AND # 9 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.**
- N - 27TH STREET FROM ARBOR LAKE NORTH FOR ABOUT 1.7 MILES TO THE WAVERLY ROAD . THIS ROAD WAS GRADED**

**FROM ARBOR LAKE SOUTH TO THE ARBOR ROAD SEVERAL YEARS AGO.**

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.**
- **COMPLETION OF THE ACQUISITION ON PINE LAKE ROAD FROM S - 112TH STREET TO S-148TH STREET FOR FUTURE GRADING IMPROVEMENTS.**
- **S- 68th STREET BETWEEN THE ROCA ROAD AND THE CITY OF HICKMAN CITY LIMITS.**

- **PARTIAL ACQUISITION ON THE TWO MILES OF S-54th STREET BETWEEN THE ROCA ROAD AND THE HICKMAN ROAD**
- **S- 1st STREET BETWEEN PIONEERS AND OLD CHENEY ROAD**
- **1.0 MILE OF HAVELOCK AVENUE BETWEEN N-162nd AND N-176th STREET WHICH IS PRESENTLY A DIRT ROAD.**

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

- **ONE-HALF MILE ON NW-70th STREET SOUTH OF SUPERIOR STREET TO COMPLETE THIS GRADING PROJECT.**
- **1.6 MILES ON SALTILLO ROAD BETWEEN S-98th AND S-120th STREETS.**
- **1.00 MILE ON S - 1st STREET BETWEEN PIONEERS BLVD. AND OLD CHENEY ROAD.**
- **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**

\*\*\*\*\*

- **2.00 MILES ON N-14th STREET BETWEEN THE RAYMOND ROAD AND THE WAVERLY ROAD.**
  
- **1.00 MILE ON SW-40th STREET BETWEEN WEST 'A' STREET AND WEST VAN DORN STREET.**
  
- **5.75 MILES ON SW-98th AND SW-100th STREETS BETWEEN DENTON AND STATE HIGHWAY # 33. THIS ALSO INCLUDES THE 1/4 MILE OF THIRD STREET GOING FROM SW-98th TO THE VILLAGE OF DENTON.**
  
- **2.60 MILES ON N-141st STREET BETWEEN THE CITY OF WAVERLY AND THE RAYMOND ROAD.**
  
- **0.50 MILE OF THE DENTON ROAD BETWEEN FOLSOM STREET AND SW-12th STREET.**

**NEW PAVEMENT**

\*\*\*\*\*

----- **THE ONLY NEW PAVING PROPOSED FOR FISCAL 2011 IS ABOUT 1/3 OF A MILE FROM S-56th STREET TO THE ENTRANCE OF NEALRENE ACRES. THIS PROJECT IS CONTINGENT UPON OUR RECEIVING A REIMBURSEMENT FROM THE STATE DOR FOR SOME RECROAD WORK AT BRANCHED OAK LAKE.**

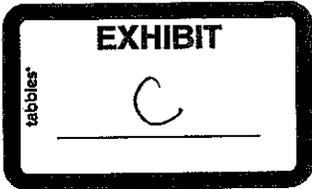
THE BREAKDOWN OF THE CONSTRUCTION COSTS FOR THE FISCAL 2011 ROAD PROGRAM IS ABOUT \$ 4.7 MILLION DOLLARS WORTH OF WORK WITH ABOUT \$300,000 DOLLARS COMING FROM OTHER OUTSIDE SOURCES.

**THIS HIGHLIGHTS THE ROAD AND BRIDGE  
PROJECTS FOR FISCAL 2011**

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!!!!!!**



**LPlan 2040**  
**SUBMITTAL FORM FOR COMPREHENSIVE PLAN PROPOSALS**  
*Lincoln/Lancaster County Comprehensive Plan and Long Range  
 Transportation Plan*

Lincoln/Lancaster County Planning Department  
 555 S. 10<sup>th</sup> Street, Suite #213  
 Lincoln NE 68508



1. Name: Gary Bentrup
2. Name of Organizations/Business (if applicable):  
Great Plains Trails Network – Gary Bentrup  
Great Plains Bicycle Club – Bob Boyce
3. Address: 3936 Dudley Street  
 City, State and ZIP: Lincoln, NE 68503
4. Email: gbentrup@windstream.net
5. Phone: 402-570-1390
6. General Location of Proposal (if applicable): Lancaster County rural areas
7. Brief Description: Addition of the term “Complete Rural Roads”, or similar, to distinguish differences in all aspects covered by the term “Complete Streets” in LPlan2040, and appropriate language to define such.

*Gary Bentrup*  
 Signature

8/31/10  
 Date

## QUESTIONNAIRE FOR COMPREHENSIVE PLAN PROPOSALS

*Please answer the following questions about your 2040 Comprehensive Plan proposal.  
Please be as detailed as possible and provide additional pages if necessary.*

1. Provide a description of the proposal in as much detail as possible.

Addition of the term 'Complete Rural Roads' will allow for better defining of the specific plans for rural roads and rural trails as they tie together communities that have adopted Complete Streets, to 'stitch' together the 'Complete Streets' patches to form a complete county-wide quilt. This additional term will allow citizens and city leaders to separate their thoughts from community needs and the needs in the rural areas between them, to help bring Lancaster County communities together in an overall 'getting around' plan. This term will allow for specific thought, discussion, and input into LPlan2040 for the rural areas that separate our communities regarding transportation needs for all modes of transportation; vehicle, pedestrian, and bicyclist.

### Some rural pedestrian/bicyclist needs:

- a) Paved shoulders on highways that directly connect communities for bicycle transportation
- b) Separated paths along gravel and paved roads that directly connect communities for walking, running, and bicycling.
- c) Near-direct community connections to rural trails via paved shoulders and/or separated paths, and/or rural trail extensions for walking, running, and bicycling
- d) Near-direct community connections to rural parks and lakes via paved shoulders, and/or separated paths, and/or rural trail extensions for walking, running, and bicycling
- e) Maintenance criteria such as regular sweeping and surface repair on paved shoulders, repair of damaged separated paths and rural trails (where road right-of-way pedestrian and bicyclist movement is not possible).
- f) Restroom and water accessibility where needed.
- g) Mileage signage and other information where needed.
- h) Trailheads to access separated paths and rural trails where needed

2. Please explain why you think the proposal will benefit Lincoln and Lancaster County over the next 30 years.

Currently, rural road upgrade/improvement criteria are limited to projected vehicle traffic counts and current roadway condition. This criteria needs to include pedestrian and bicyclist usage, as it relates to pedestrian and bicyclist movement and recreation, both current and future, as

identified in other areas of the LPlan2040. To assist in defining these criteria, it is necessary to have a well defined plan as to how pedestrians and bicyclist in communities can get to other communities via roads, separated paths in roadways, and to rural trails, as well as meeting recreational needs to include access to rural parks and lakes, and just simple exploration and exercise. This plan can be better defined if LPlan2040 has a term such as 'Complete Rural Roads' to spell out how the county can best meet the needs of pedestrian and bicyclist movement in the rural areas, which can be very different and unique when compared to 'Complete Streets' which better defines needs within communities. When looking for money to fund such improvements in rural areas, having a term such as 'Complete Rural Roads', which more specifically defines the county's plan for pedestrian and bicyclist movement within the rural areas, should be a great help. 'Complete Rural Roads' would help the Roads Department in creating their one and six year plans.

3. Please explain how the proposal may have implications for other aspects of the Comprehensive Plan.

The addition of the term 'Complete Rural Roads' would allow the defining of "Complete Streets" to be more specific as it relates to 'within' communities, while not being foreign in wording as it might relate to rural areas. The reverse is the true that 'Complete Rural Roads' would contain wording that would be foreign if applied within communities. Any time the Comprehensive Plan covers specific aspects that do not fit well anywhere within plan, and those specific aspects can be more clearly defined by other means, it should. Clearly rural transportation needs are different and often times unique when compared to community transportation.

4. Which of the following best defines your proposal?

- a. Changing land use designation currently in the plan: Uncertain  
b. Changes to the Future Service Limit for Lincoln: No  
c. Policy changes (please provide a broad description) : Yes

Allow for rural road upgrade plans for pedestrian and bicyclist movement, either as part of an upgrade for vehicle movement, or as a stand-alone upgrade based on expected pedestrian and or bicyclist needs. Examples would be adding paved shoulders on certain roads where traffic count would not otherwise indicate the need, purchasing additional right-of-way where a separation of vehicle and pedestrian/bicycle traffic is needed such as by adding a path, and investigating where rural trail extensions would better serve pedestrian rather than roadway upgrade.

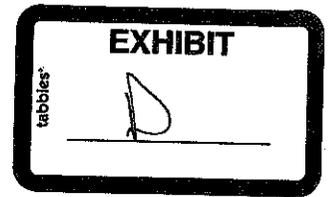
d. Other (please explain):

***Thank you for your participation in LPlan 2040!***



**LPlan 2040**  
**SUBMITTAL FORM FOR COMPREHENSIVE PLAN PROPOSALS**  
*Lincoln/Lancaster County Comprehensive Plan and Long Range  
 Transportation Plan*

Lincoln/Lancaster County Planning Department  
 555 S. 10<sup>th</sup> Street, Suite #213  
 Lincoln NE 68508



1. **Name:** Gary Bentrup - President

2. **Name of Organization/ Business (if applicable):** Great Plains Trail Network - Bentrup  
Great Plains Cycling Club - Bob Boyce

3. **Address:** 5000 North 7th Street

**City, State and ZIP:** Lincoln, NE 68521

4. **Email:** gbentrup@windsteam.net

5. **Phone:** 402.570.1390

6. **General Location of Proposal (if applicable):** \_\_\_\_\_  
Entire Lancaster County Area including all Metro, City, and Village Areas.

7. **Brief Description:** \_\_\_\_\_  
Integrate the the Existing and Proposed Trail Systems of other Lancaster County  
Communities outside of Lincoln's 120+ mile network, and Create an overall Lancaster  
County Trail Network.

*Gary Bentrup*  
 Signature

8.30.2010  
 Date

## QUESTIONNAIRE FOR COMPREHENSIVE PLAN PROPOSALS

*Please answer the following questions about your 2040 Comprehensive Plan proposal.  
Please be as detailed as possible and provide additional pages if necessary.*

1. Provide a description of the proposal in as much detail as possible.

Integrate the the existing and proposed Trail Systems of other Lancaster County Communities outside of Lincoln's 120+ mile network, and create an overall Lancaster County Trail Network.

2. Please explain why you think the proposal will benefit Lincoln and Lancaster County over the next 30 years.

Planning for a Comprehensive Lancaster County Trail Network System will provide more Quality of Life Amenities to current Cities and Villages outside of Lincoln. This Regional approach will promote positive growth energy by linking Lincoln's showcase Trail Network into surrounding Cities & Villages existing and proposed Trail Structures.

3. Please explain how the proposal may have implications for other aspects of the Comprehensive Plan.

Integration of the existing and proposed Master Plan Studies & Trail Systems inside of Lancaster County Municipalities would have implications on the Economic Development, Cultural Resources, Intergovernmental Cooperation and Implementation Elements of the Lancaster County - LPlan2040 Comprehensive Plan document.

4. Which of the following best defines your proposal?

- a. Changing land use designation currently in the plan: Yes \_\_\_\_\_ No  X
- b. Changes to the Future Service Limit for Lincoln: Yes \_\_\_\_\_ No  X
- c. Policy changes (please provide a broad description) : Yes  X  No \_\_\_\_\_

Intergovernmental Cooperation and Implementation Policy Changes would be impacted in this progressive vision approach.

- d. Other (please explain): \_\_\_\_\_

~~Attached for Review is the Fact Sheet on the Hickman Regional Trail System Master Plan which addresses the above Comprehensive Plan Element Challenges & Features 25 miles of New Trails, 11 New Links, 8 Proposed Trail Heads and 56 Points of Access throughout the Lancaster County Region and will Externally Link Hickman to its Destination-Rich assets of Lincoln, Wagontrain & Stagecoach State Lakes & the Homestead Trail Network.~~

*Thank you for your participation in LPlan 2040!*

# **HICKMAN REGIONAL TRAIL SYSTEM MASTER PLAN**

## **City of Hickman-South Lancaster County Nebraska**

*"It's About The Kids, The Community, And The Quality Of Life."*

### **The Hickman Regional Trails Master Plan Features:**

- 25 Miles of Trails
- 11 Newly Named Links
- 8 Proposed Trail Heads
- 56 Points of Access Throughout the Region and Surrounding the Community
  - Emphasis Placed on Safety at Crossings
  - Delineation Between Trail Users and Adjacent Neighbors
    - Directional & Interpretive Signage
    - Convenience Oriented Amenities
  - Encouragement of Community and Regional Group Involvement
- Grant Resource Support Possibilities with Private, State, Local and Federal Sources

### **The Hickman Regional Trails Master Plan Will Provide Community Opportunities:**

- Will Provide "Quality of Life" Amenities to Current & Regional Residents & Visitors
  - Will Promote for Positive Future Growth
- Will Internally Link Neighborhoods, Public Spaces, & Commercial Developments
- Will Externally Link Hickman to Its "Destination-Rich" Surroundings of the Homestead Trail, Wagontrain & Stagecoach State Lakes, and the growing Norris Schools Complex

### **Regional Trails Identified in Master Plan:**

- Hickman to Homestead Trail Link
  - Stagecoach State Lake Spur
- Hickman to Wagontrain State Lake Link
- Hickman to Norris School Complex Link

### **Internal City of Hickman Trails Identified in Master Plan:**

- Hickman Road East Link
- Hickman Road West Link
- Woodlands Subdivision to Hickman Road
  - Prairie View Subdivision Link
  - 68th Street South Link
- Wagontrain State Lake North-East Link
- Privately Developed Trails by Developers

## **Hickman Regional Trail Master Plan Alignment and Design Features**

- The trail alignment will follow state, county and municipal roads and privately owned property via dedicated easements.
- A system of 8-foot-wide (optimum width) trail with crushed limestone or concrete surface and soft shoulder will accommodate a wide variety of non- motorized uses including pedestrian, recreational, fitness minded and commuting bicyclists, wheel chairs, in-line skaters and other.
- Environmentally-sensitive design will respect existing environmentally sensitive landscapes, provide positive drainage, use native plants and enhance degraded natural resources.
- Development of eight potential trailheads and 56 access points from trailheads and intersecting roads will provide good access for local and region-wide trail users.
  - The trail opens a connection from Hickman to Lincoln for destination day rides.
- The trail will provide connections to community facilities including city and state parks, schools and retirement communities.
  - Intersection improvements will ensure safe trail crossings at existing roads.
- Directional & regulatory signage will help orient trail users & inform them about trail etiquette.
  - Interpretive signage will feature cultural, environmental, & historic information of the area.
  - Safety and security features include delineation between trail and adjacent neighbors (i.e. vegetative buffers).
  - Trail amenities will include locations of benches, restrooms and garbage cans.
  - Design features will maximize the trail's aesthetic and functional qualities.
- Community involvement in crime prevention and trail management will be encouraged. (Ex. Trail Watch)

## **Hickman Regional Trail Master Plan Project Regional Implementation**

The Regional Trail System construction is proposed in phases. The City of Hickman will determine use of budgeted funds or apply for funding to conduct the layout, engineering and construction of various trails through agencies that are connected to recreation, natural resources, transportation and governmental initiatives. The City of Hickman will work in close coordination with Project Partners who are planning capital improvements projects in or near the Regional Trail System right-of-way to make the most of any opportunity to reduce or share project implementation costs.

## **Hickman Regional Trail Master Plan Trail Link Regional Opportunities**

### **Hickman to Homestead Trail Link**

- Connection to existing Homestead Trail
- Connection to neighboring community of Roca
  - Rural landscape surroundings
- Recommended trailheads at each end of Link

### **Hickman to Wagontrain State Lake Trail Link**

- Connection to State Lake
- Rural landscape surroundings
- Recommended trailhead at intersection with Hickman Road East Trail link

### **Stagecoach State Lake Trail Spur**

- Connection to State Lake
- Rural landscape surroundings
- Recommended trailhead at intersection with Hickman-Norris School Complex Trail Link

### **Hickman to Norris School Complex Trail Link**

- Connection to Norris School Complex Link & School Wellness Programs
  - Connection to Stagecoach State Lake Spur
  - Rural landscape surroundings
- Recommended trailheads at each end of link

### **Hickman Road East Trail Link**

- Access to New Retirement Assisted Living Complex
  - Connection to Woodlands Subdivision
- Connection to Fence Rock Low-Income Elderly Housing Complex
- Connection to South 68th Street Corridor, Prairie View Subdivision, and Wagontrain State Lake Regional link
  - Trail is adjacent to neighborhoods
  - Will complete the City's east-west trail route

### **Woodlands Subdivision to Hickman Road Trail Link**

- Presence of mature Trees
- Link Existing Trail to neighborhood and wooded /stream area
  - Trail through the City's wooded natural area
  - Will complete the City's north – South trail route
- Linkage to Privately Developed Trails at north end of link
- Connects to South 68th Street and Hickman Road East link

### **Prairie View Subdivision Trail Link**

- Presence of mature trees, creek, pond, and park
- Link Prairie View neighborhood to the City Trail System
- Intersects and is access to green space Prairieview Park area of neighborhood
  - Rolling terrain but not steep hills.

### **68th Street South Trail Link**

- 60' wide street right-of-way, with 5' Berms
- Linkage to Existing Trails and proposed new city trail links
  - Connections to other City features and Business
- Linkage to proposed Hickman-Norris School Complex Trail link
  - Trail is adjacent to neighborhoods
- Connects City Trail System to south City Limit

### **Wagontrain State Lake North-East Trail Link**

- Limited street crossings
- Linkage to Hickman Road East link and 68th Street South link
  - Primarily routed through north-south running Greenbelt
  - Trail is adjacent to neighborhoods

### **Privately Developed Trails Opportunities**

- Limited street crossings
- Linkages to Existing Trails, Woodlands Subdivision Trail
  - Residential –future residential and open space trail
  - Connect to the Salt Creek Reservoir
- Completes a circular route around Residential Development

## **Executive Summary**

It is safe to say that the desire for public trails within a community and connecting nearby destination together continues to grow in interest and popularity. As walkers, joggers, in-line skaters, and bicyclists, residents are placing an increasing value on the ability to utilize a public trail system in their community whether for scenery, separation from sharing the way with vehicular traffic, or simply having the ability to recreate outdoors along a dedicated amenity.

The City of Hickman within South Lancaster County consists of a current estimated population of 1,850. This community has the geographic benefit of being situated within a destination-rich locale offering purpose and advantage to linking a trail system between them. There are specific points of connection each direction from Hickman, ranging from Nebraska Game and Park Recreation Areas, the Norris District Schools, the adjacent community of Roca with its Berry Farm Tourism Destination, and Homestead Trail leading to a national historic landmark. All of which are within a suitable distance where a regional trail system will provide both short recreational outings and day-long excursions.

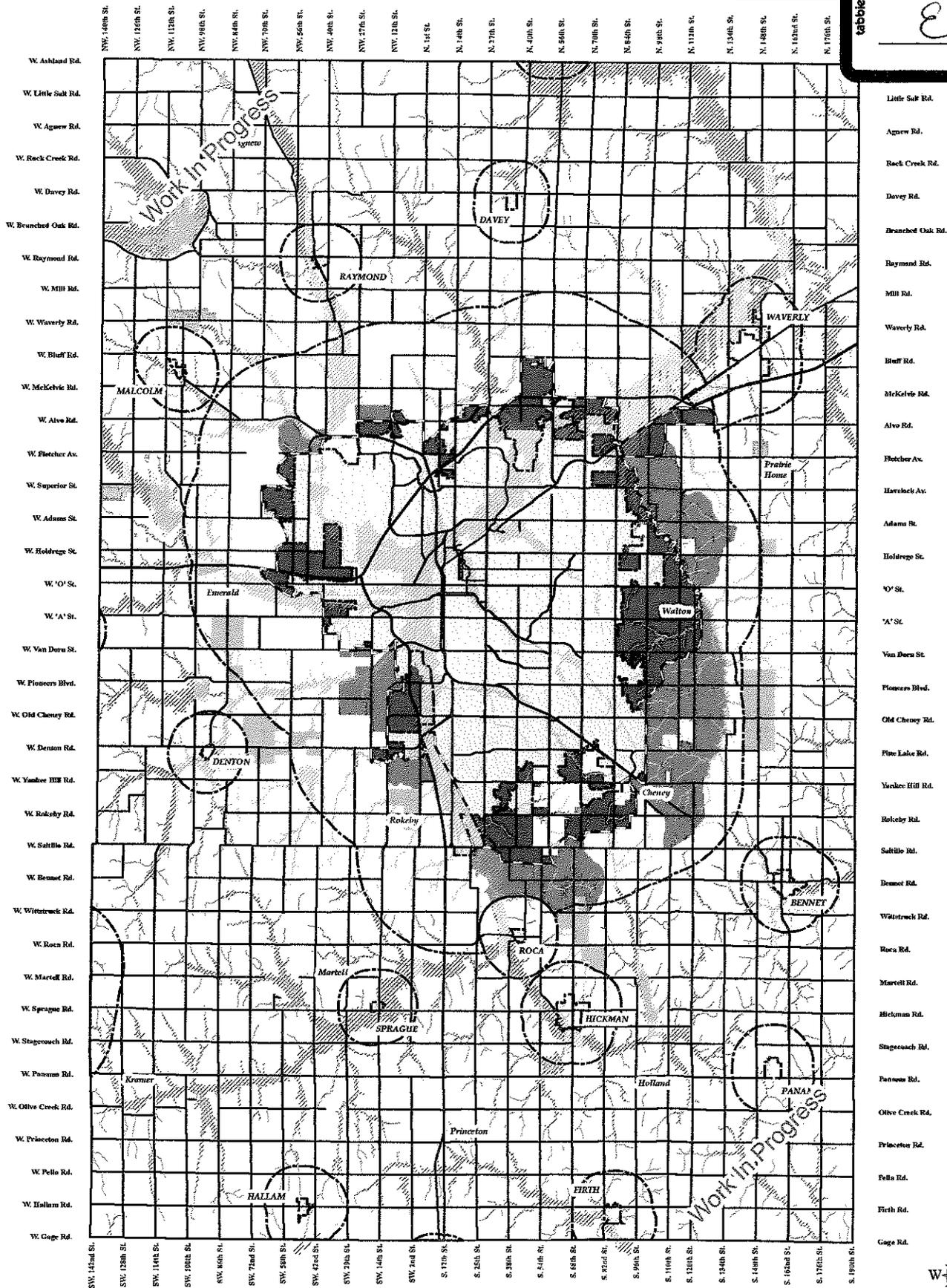
Within Hickman proper there are open civic spaces and residential neighborhoods that have an internal connectivity from an existing trail system. Extensions and new links can enhance and result in a comprehensive community amenity.

This prepared Master Plan analyzes and recommends trail alignments, environmentally-sensitive trail design features, amenities, and safety /security measures for a comprehensive 25-mile trail system. The purpose of the master plan is to provide quantitative information, guide the process of future development, safe use, and operation of the Hickman Regional Trail System as a non-motorized recreational and commuter trail. This master plan also establishes itself as a useful tool when applying for Funding to implement the phases of construction of the Hickman Regional Trail System.

**FOR MORE INFORMATION OR TO ARRANGE A GROUP PRESENTATION ON THE HICKMAN REGIONAL TRAIL SYSTEM MASTER PLAN, PLEASE CONTACT:**

**Brett Baker**  
**City Administrator/Economic Development Director**  
**402.430.3199**  
**[www.hickman.ne.gov](http://www.hickman.ne.gov)**

E



- Little Salt Rd.
- Agnew Rd.
- Rock Creek Rd.
- Davey Rd.
- Branched Oak Rd.
- Raymond Rd.
- Mill Rd.
- Waverly Rd.
- Bluff Rd.
- McKee Rd.
- Alvo Rd.
- Fletcher Av.
- Havelsch Av.
- Adams St.
- Holdrege St.
- 'O' St.
- 'A' St.
- Van Duren St.
- Pioneers Blvd.
- Old Cheney Rd.
- Pine Lake Rd.
- Yankee Hill Rd.
- Rokeby Rd.
- Saffillo Rd.
- Bonnet Rd.
- Wittstruck Rd.
- Roca Rd.
- Marvett Rd.
- Hickman Rd.
- Stageroad Rd.
- Pannum Rd.
- Olive Creek Rd.
- Princeton Rd.
- Fella Rd.
- Firth Rd.
- Gage Rd.

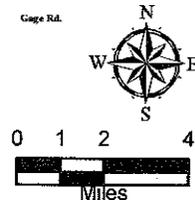
**LANCASTER COUNTY GROWTH SCENARIO:  
RECOMMENDED - December 1, 2010**

- Low Density Acreage Development that is Built, Platted, or Zoned
- Lakes & Streams
- Floodplain/Floodprone

Lincoln City Limits, Committed Land, Incorporated Towns, and Land Not Available for Development  
 Future Service Limit (2030 Plan)

**Note:** The majority of acreage development does not occur in areas shown above in yellow or orange. 70% to 80% of acreage development occurs in the agricultural areas and that pattern is expected to continue by using techniques such as farmstead splits, AG clusters, 20 acre parcels and existing grandfathered lots.

- Tier I (2040) 27.97 Sq Mi (Outside of Floodplain & Public Land)
- Tier II (2060) 26.05 Sq Mi (Outside of Floodplain & Public Land)
- Proposed Additional Low Density Acreage Development: 5876 Acres/9.18 Sq Mi



**LPlan 2040**  
 LANCASTER COUNTY PLANNING DEPARTMENT  
 Lancaster, PA