

**MINUTES**  
**LANCASTER COUNTY BOARD OF COMMISSIONERS**  
**COUNTY-CITY BUILDING, ROOM 112**  
**THURSDAY, OCTOBER 29, 2015**  
**6:30 P.M.**

*Advance public notice of the Board of Commissioners meeting was posted on the County-City Building bulletin board and the Lancaster County, Nebraska, web site and emailed to the media on October 23, 2015.*

Commissioners present: Roma Amundson, Chair; Deb Schorr and Todd Wiltgen

Commissioner absent: Larry Hudkins, Vice Chair; Bill Avery

Others present: Pam Dingman, County Engineer; David Derbin, Deputy County Attorney; Dan Nolte, County Clerk; Cori Beattie, Deputy County Clerk; and Kelly Lundgren, County Clerk's Office

*The Chair called the meeting to order at 6:30 p.m., the pledge of allegiance was recited and the location of the Nebraska Open Meetings Act was announced.*

**PUBLIC HEARING:**

**A. One and Six-Year Road and Bridge Improvement Program for July 1, 2016 through June 30, 2021.**

The Chair opened the public hearing and the oath was administered to those who wished to testify.

The County Engineer's staff was introduced.

Pam Dingman, County Engineer, submitted the County Comprehensive Plan Conformance No. 15030: Lancaster County Road and Bridge Construction Program for Fiscal Years 2016 and 2017-2021 (Exhibit A). She began her presentation (Exhibit B) with an overview of the flooding event that took place on May 5, 2015 noting the areas of damage on a map. Dingman noted that an interactive map was created that aided the Federal Emergency Management Agency (FEMA) in quickly declaring the flood area a disaster. She said the map provided information such as a photo of the damage, the material list that it took for repair and the hours of labor. Dingman reported that reimbursement is approved for the County from both Nebraska Emergency Management Agency (NEMA) and FEMA.

Dingman highlighted projects completed in 2015 including grading of 54<sup>th</sup> Street and asphalt overlay of South 70<sup>th</sup> Street, Holdrege Street, Pine Lake Road and East and West Van Dorn Streets. She said projects for 2016 may be delayed due to the cost of repairs that are needed for roads and bridges damaged during the flood. Dingman discussed the One and Six-year Road and Bridge Construction Program (Exhibit C) that include paving Bluff Road, West Agnew Road, West Denton Road and Old Cheney Road; asphalt overlay of roads; and grading of North 27<sup>th</sup> and Rokeby Road. She noted additions to the long-term plan including paved shoulders along Saltillo Road and paving shoulders on 68<sup>th</sup> Street into Hickman.

Larry Nedrow, 10331 N. 145<sup>th</sup> Street (Waverly), appeared and read a prepared statement regarding the Bluff Road project (Exhibit D).

Heather Rubenking, 15757 Bluff Road (Waverly), thanked the Board for placing the Bluff Road project on the 2016 one-year plan.

Mike Werner, 10220 East Oak Lane Circle, Waverly Mayor; Joe Dalton, 9640 N. 148<sup>th</sup> Street, Waverly City Council Member; and Doug Rix, 6601 N. 148<sup>th</sup> Street, Waverly City Administrator, all expressed appreciation that the Bluff Road project was included in the 2016 plan. The items they discussed were: increased growth and development of Waverly, increased traffic, support of an Interlocal agreement with Lancaster County for the Bluff Road project, long-term plans, and safety issues. They told the Board that bids would go out for culvert replacement for Bluff Road after the first of the year with work to begin in the spring of 2016.

Joe Holman, 9921 N. 147<sup>th</sup> Street (Waverly) and Mike Faughn, 10321 N. 142<sup>nd</sup> Street (Waverly), Camp Creek Threshers, appeared in support of the Bluff Road project. They noted the increase in activities at the Camp Creek facility throughout the entire year, which has resulted in heavier traffic on Bluff Road. They both agreed that the dust caused by the increased traffic is a safety concern.

Brian Chaffin, 601 "P" Street (Lincoln), Olsson & Associates, appeared on behalf of Lincoln Electric Systems (LES) requesting that a portion of Rokeby Road between 84<sup>th</sup> and 98<sup>th</sup> Street be added to the one-year plan. He told the Board that LES has plans for a new operation center in that area. Chaffin stated adding it to the one-year plan ensures flexibility going forward if there is any type of Interlocal agreement with LES.

Dave Hergenrader, 7100 Saltillo Road; Jim Becker, 5101 Saltillo Road (Roca); Don Miller, 5701 Saltillo Road (Lincoln) all discussed the need for road improvements on Saltillo Road. They noted the high traffic counts, the fatalities that have occurred and the speed at which the traffic travels. Hergenrader said he had discussed the sharp drop-offs along the shoulders with Dingman. He said they continue to be told the proposed Beltway would help reduce the amount of traffic, however, that could still be several years away. Becker asked the Board why there was such resistance to discussing improvements to Saltillo Road. Miller stated placing shoulders on the road would not solve all the problems associated with this County road.

Dingman stated that it is the Department of Roads theory that the South Beltway will reduce the traffic on Saltillo Road. She said she is aware of extensive traffic and high rate of speed vehicles are traveling on Saltillo. Dingman noted that the City of Lincoln is only a mile away and conversation has begun with the Mayor's office looking at this corridor. She said the Planning Department is performing a long-range traffic study and will offer their recommendations. Dingman added that Saltillo Road has been included in years two through six-year projects.

Dave Dykman, 100 Fencerock Court #11, (Hickman), appeared in support of placing the 68<sup>th</sup> Street and Roca Road project on the one-year plan. He said the City of Hickman has plans to put in turning lanes because of the increase growth in businesses and it would be beneficial to have the road into Hickman completed at the same time.

Mike Meyers, 315 Orchard Place, (Hickman), Hickman City Administrator, expressed support of the paving of 68<sup>th</sup> Street into Hickman. He noted that the City of Hickman is the fastest growing city in Nebraska. Meyers said many citizens work in Lincoln and 68<sup>th</sup> Street traffic will only continue to

increase and expressed concerns over public safety. He thanked the Board for including 68<sup>th</sup> Street in the one and six-year plan.

Mike Cvitak, 7731 Southwest 56<sup>th</sup> Street, (Denton), expressed his disappointment that Southwest 56<sup>th</sup> Street was not included in the one and six-year plan. He said the road is like a “washboard” and you cannot travel more than 20 MPH. Cvitak noted there has been a recent rollover fatality on this road and would like the road to be considered for blacktop paving.

Commissioner Schorr asked if Dingman could provide a traffic count for Southwest 56<sup>th</sup> Street.

Dave Watts, 13351 Dovers Street, (Waverly); Brian Clark, 11339 Wenzel Drive, (Waverly); and Dan Hans, 1201 North 112<sup>th</sup> Street (Waverly) all appeared in support of the 112<sup>th</sup> Street and “O” Street to Holdrege project. They all expressed appreciation for it being placed on the one and six-year plan. It was noted that there is heavy truck traffic through this area and the dust is a significant issue. They asked the Board to consider moving this project up if at all possible. There was also concern over low-lying areas and flooding of Salt Creek and when rock is brought to fill in the areas it increases the dust.

Jim Brown, 8757 Bennet Road, (Bennet), expressed concern regarding Bennet Road and 82<sup>nd</sup> Street. He said a box culvert on Bennet Road was placed to help with water flow however, with the flooding this spring much of the dirt has eroded. Brown stated that the County bought extra land three years ago to widen the road. He said previously Bennet Road was a standby project but now does not appear anywhere on the list.

Commissioner Amundson assured Brown that follow up would be done concerning the section of 8757 Bennet Road west to 82<sup>nd</sup> Street.

Sean Fintel, 12401 West Denton Road, (Denton), appeared with concerns regarding West Denton Road and Southwest 112<sup>th</sup> Street to Southwest 140<sup>th</sup> Street. He provided a power point presentation with information regarding the need for this project to be a priority in 2016 (Exhibit E). Fintel noted increase traffic on the road and potholes being a safety issue.

Craig Kreiner, 10300 North 27<sup>th</sup> Street, (Davey) expressed concerns with the fact that North 27<sup>th</sup> Street and Arbor Road into Waverly is not on the five to six-year plan to be blacktopped. He noted North 27<sup>th</sup> Street has a substantial amount of garbage truck traffic. Kreiner said he would like to see this section paved soon due to continued increase in traffic. He also expressed concern regarding a bridge on Bluff Road and if it had been inspected recently. Kreiner said that ton rating had been increased. He inquired if traffic counts could be included on the County website to keep the public informed.

Schorr read an email that she received from Jared J. Cox regarding Rokeby Road between South 14<sup>th</sup> Street and Highway 77 (Exhibit F). He requested that the County consider paving the half-mile long section.

Dingman thanked the citizens of Lancaster County for attending the public hearing and showing concern for the bridges and roads in the County. She also thanked the Commissioners for their leadership and noted that the Board has increased the road maintenance fund by fifty percent. Dingman said despite this they still have to deny several projects requested. She stated the County Engineer's Office continues to look for the most cost effective solutions. Dingman thanked her staff

for their dedication and cooperation. She said during the flooding that many members of the staff took on extra duties to ensure the safety of the public and performed extraordinarily.

Commissioner Wiltgen thanked Dingman for her counsel and offering guidance in allocating funds for projects.

Amundson also thanked Dingman for the innovations she has initiated in the County Engineer's Office. She said that while she does recognize the frustrations that many residents of Lancaster County have with County roads, but it is a very complicated issue with many restrictions and regulations as well as the budget aspect.

Schorr said the County Engineer will take the comments made during the public hearing under advisement and the County Board will take final action on the one and six-year proposed plan in approximately two to four weeks. She added that additional information will be available on the County Engineer's website.

## 2) ADJOURNMENT

**MOTION:** Schorr moved and Wiltgen seconded to adjourn at 8:10 p.m. Schorr, Wiltgen and Amundson voted aye. Hudkins and Avery were absent. Motion carried 3-0.



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Dan Nolte, County Clerk





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OCT 07 2015

LANCASTER COUNTY CLERK

# COUNTY BOARD FACTSHEET

TO : Kelly Lundgren, County Clerk's Office  
 FROM : David R. Cary, Acting Director of Planning *DR*  
 DATE : October 7, 2015  
 RE : **County Comprehensive Plan Conformance No. 15030**  
 Lancaster County Road and Bridge Construction Program,  
 Fiscal Years 2016 and 2017-2021

Attached is the staff report (p.2-7), the minutes of the Planning Commission meeting (p.15-19) and the table listing projects (p.8-14) for the proposed **LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM, FISCAL YEARS 2016 AND 2017-2021**, requested by the Lancaster County Engineer. A hard copy of the proposed Program document is being provided by the County Engineer under separate cover and is available on the Web at [www.lancaster.ne.gov](http://www.lancaster.ne.gov) (Key word: "Engineer").

1. The staff recommendation to find the proposed Program to be in general conformance with the current 2040 Lincoln City-Lancaster County Comprehensive Plan is based upon the staff report (see p.3-6), concluding that the proposed *Program* is found to emphasize roads functioning as arterials and it is recommended that this emphasis be continued. The County Engineer and City of Lincoln are also encouraged to continue to coordinate projects within the Interlocal RUTS Agreement to identify right-of-way acquisitions and county road improvements within the three-mile zoning jurisdiction of the City of Lincoln. The staff presentation and discussion with the Commission is found on p.15-18.
2. There was no testimony in opposition.
3. On September 30, 2015, the Planning Commission agreed with the staff findings and recommendation and voted 8-0 to find the proposed Program to be in general conformance with the current 2040 Comprehensive Plan (Weber absent). The Commission's discussion focused on the amount of allocated funding and its inability to reasonably fund the Program as identified in the Comprehensive Plan.

It is my understanding that this proposal is scheduled for public hearing before the Lancaster County Board of Commissioners on **Thursday, October 29, 2015, at 6:30 p.m.**

If you need any further information, please let me know (402-441-6365).

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cc: County Board  
 Kerry Eagan, County Commissioners  
 Gwen Thorpe, County Commissioners  
 David Derbin, Deputy County Attorney  
 Pam Dingman, County Engineer  
 Mike Brienzo, Planning

## LINCOLN-LANCASTER PLANNING DEPARTMENT STAFF REPORT

**P.A.S.:** Comprehensive Plan Conformity - CPC15030      **DATE:** September 22, 2015  
Proposed *Lancaster County Road and  
Bridge Construction Program,*  
*Fiscal Years 2016 and 2017-2021*

**PROPOSAL:** Pursuant to Resolution 1521, passed by the Board of County Commissioners on December 30, 1958, the Planning Commission is to review the proposed *Lancaster County Road and Bridge Construction Program* with regard to its conformity with the Comprehensive Plan.

**CONCLUSION:** Pavement and grading projects within the proposed *Lancaster County Road and Bridge Construction Program, FY 2016 and 2017-2021* have been reviewed with regard to its compatibility with the current *2040 Lincoln City-Lancaster County Comprehensive Plan*.

The proposed *Program* is found to emphasize roads functioning as arterials and it is recommended that this emphasis be continued. The County Engineer and City of Lincoln are also encouraged to continue to coordinate projects within the Interlocal RUTS Agreement to identify right-of-way acquisitions and county road improvements within the three-mile zoning jurisdiction of the City of Lincoln.

The overall finding and recommendation is that the Planning Commission find the proposed *Lancaster County Road and Bridge Construction Program for FY 2016 and 2017-2021*, to be generally in conformance with the current *2040 Lincoln City-Lancaster County Comprehensive Plan*.

<b><u>RECOMMENDATION:</u></b> Finding of general conformance with the <i>current 2040 Lincoln City-Lancaster County Comprehensive Plan</i> .
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### **GENERAL INFORMATION:**

The proposed Lancaster County Road and Bridge Construction Program is divided into two sections, one-year (FY 2016) and five-year (FY 2017-2021) elements.

Road Projects (FY 2016):  
Roads Completed in FY 2015  
Roads Carried over  
Road Projects, FY 2016  
Standby Roads, FY 2016

Bridge Projects (FY 2016):  
Bridges Completed in FY 2015  
Bridges, FY 2016  
Standby Bridges, FY 2016

Road Projects (FY 2017-2021):  
Road Projects, FY 2017-2021

Bridge Projects (FY 2017-2021):  
Bridge Projects, FY 2017-2021

### **Staff Discussion:**

The "Future County Road Improvements" map, page 10.44 in the transportation element of the *current 2040 Lincoln City-Lancaster County Comprehensive Plan* shows categories of roads which include: existing paved county roads, future paving, future road openings, programmed two lane widening, programmed paving, and road closures. County road improvements beyond the current Lincoln Urban Area are considered candidates for paving with emphasis placed on those identified as "programmed" improvements over the life of the plan. For county roads, the Comprehensive Plan notes:

Improvements to the rural road system will occur throughout the County. The amount of new pavement installed will depend upon the growth in traffic and population, and the fiscal resources available in the future to make the improvements. (2040 Comprehensive Plan, page 10.43)

Road improvement decisions in the County are triggered by daily traffic volumes with the amount of traffic dictating the type and degree of improvement necessary. When a road experiences traffic levels of 300 trips per day or more, a minimum of 100 feet of ROW may be acquired by the County and grading and drainage improvements may be made in anticipation of future improvement needs. At 400 trips per day, a roadway qualifies for paving, which should remain as an effective facility, with proper maintenance, until a level of 6,000 trips per day is reached. At that point a four-lane divided facility may be needed. The Future County Road Improvements Plan shows County roads which are likely candidates for two-lane paving in the future. (2040 Comprehensive Plan, page 10.45)

County roads identified in the Plan as "Programmed Two Lane Widening" are paved but scheduled for improvement and those identified as "Programmed Paving" are currently unpaved and scheduled for paving during the planning period. These roads function as arterials, collectors, or local roads. Future paving of these roads will depend largely upon the availability of funding and the determination of priorities. Paving is based on daily vehicle counts, planning considerations, functions of roads, and identified deficiencies of roads. Through this evaluation, it is determined which roads should be paved with arterials receiving the first priority, followed by collectors, and then by local roads.

### **Review of Proposed Road Projects**

The road projects contained in the proposed *Lancaster County Road and Bridge Construction Program* include engineering, right-of-way, grading and structures, pavement, 2<sup>nd</sup>-stage pavement, pavement widening, culvert maintenance, and safety improvements. Outside the

City of Lincoln, the Comprehensive Plan specifically identifies “existing paved, future paved, future road openings, programmed two lane widening, programmed paving, and road closures.”

The first level of review of the *Road and Bridge Construction Program* included reviewing all road projects proposed for safety improvements, pavement, 2<sup>nd</sup>-stage pavement, and pavement widening. These projects were reviewed with regard to conformity with the Comprehensive Plan. The Road and Bridge Construction Program notes that according to the policy of the County Board, projects will not be approved for pavement unless they are included as “programmed paved roads” in the Comprehensive Plan or the Plan is amended accordingly.

**2<sup>nd</sup>-Stage Pavement**

Pavement deteriorates due to use and weathering and requires regular maintenance to extend its lifespan. A technique County Engineering uses to add new life to older pavement or asphalt is called *2<sup>nd</sup>-stage pavement*. This process repairs any flaws in the existing surface and adds a new layer of an asphalt overlay to the top. This gives it a brand-new appearance and adds new life to older asphalt for less. With an asphalt overlay, the County Engineer is able to get more service out of the existing pavement or asphalt and avoid costly road rebuilding projects.

The following maps were used for this review:

- Committed Roadway Projects (2040 Comprehensive Plan, page 10.38), Needs Based Roadway Plan (page 10.39) & Roadway Project Programming Priorities: (pages 10.40-10.41)
- Future County Road Improvements (2040 Comprehensive Plan, page 10.44)
- Existing Roads Functional Classification, (2040 Comprehensive Plan, page 10.15)

The second level of review involved reviewing all projects that are scheduled for engineering, right-of-way, or grading and structures. This review was done to assure that county projects and city projects are coordinated and to assure that any improvements being proposed conform with the long-range transportation plan as reflected in the *Lincoln City-Lancaster County Comprehensive Plan*.

Attached is **Table 1, Improvement Projects on New and Existing Paved Roads**, which briefly describes the improvements proposed for existing paved roads and new paving projects on existing gravel roads.

**Program Funding Summary**

Funding Source	<u>Completed in FY 2015</u>		<u>FY 2016</u>	
	Roads	Bridges	Roads	Bridges
County	\$2,614,504	\$ 0	\$8,240,000	\$1,010,000
City of Lincoln	\$1,598,534	\$ 0	\$ 700,000	\$ 0
Other Sources	\$ 0	\$ 0	\$ 0	\$ 0

State	\$ 0	\$ 0	\$ 0	\$ 0
Federal	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL	\$4,213,038	\$ 0	\$ 8,940,000	\$1,010,000

Program Funding is primarily with Lancaster County funds which was expanded this fiscal year in order to increase the county and bridge maintenance program. Other funds are obtained through the Nebraska Department of Roads federal funds purchase program. In this program, the State purchases of federal aid transportation funds from the county which allows the county to tailor projects to better meet their highway and bridge needs. Bridge replacement projects are extremely costly and the County Engineer continually seeks federal-aid funding to rehabilitate and replace deficient county owned public bridges. The City of Lincoln contributes funds for projects being coordinated with the City and extending into the City jurisdiction.

**RUTS Project Coordination**

An interlocal cooperation agreement between the City of Lincoln and Lancaster County was adopted in 2006 that establishes the *Rural-to-Urban Transition for Streets* (RUTS) program. This provides for the transition of county roads located within the three-mile zoning jurisdiction to city streets at the time of annexation into the City of Lincoln and encourages the City and County to cooperate in administering all phases of the road and street programs. The expected result is improved efficiencies and economics resulting from unified operations and construction and a better transition from county roads to city streets.

The City of Lincoln Public Works and Utilities Department and the Lancaster County Engineer works together to identify right-of-way acquisitions and county road improvements within the three-mile zoning jurisdiction of the City of Lincoln. These projects are to be included in future Capital Improvement Programs. Review of the Lancaster County Road and Bridge Construction Program is taken as an opportunity to review the county right-of-way priorities for better coordination. This planning provision promotes consistency between transportation improvements and planned growth and economic development.

The following maps are used for coordinating the standards for the RUTS program:

- Right of Way Standards, (2040 Comprehensive Plan, page 10.43)
- Committed Roadway Projects (2040 Comprehensive Plan, page 10.38), Needs Based Roadway Plan (page 10.39) & Roadway Project Programming Priorities: (pages 10.40-10.41)
- Future County Road Improvements (2040 Comprehensive Plan, page 10.44)

The coordination of County right of way acquisition with future City right of way for future urban infrastructure is recommended and encouraged. The key projects for right of way acquisition coordination within the three-mile zoning jurisdiction are noted in the attached Table 1.

## **Lancaster County Bridge Program**

One of the major functions of the Lancaster County Engineer is to build and maintain bridges in the county outside of the City of Lincoln incorporated area. The bridge program is responsible for monitoring the functional and structural integrity of all County bridges through regular inspection and reporting. The County Engineer continually seeks local, state and federal-aid funding to rehabilitate and replace deficient county owned public bridges. The three main goals of the bridge program are:

- Keep the bridges open and safe for public use.
- Preserve bridge infrastructure by having a formal bridge report file containing the history of inspections and an evaluation of the condition of the structure.
- Replace bridges with reliable new structures when rehabilitation is not feasible.

## **Environmental Compatibility**

Environmental reviews need to be considered on all road and bridge projects in the *Lancaster County Road and Bridge Construction Program* to support and promote environmental stewardship. Project development needs to include consultation with local, state and federal environmental regulatory and coordinating agencies to identify potential environmental impacts and consider mitigation measures in the evaluation of alternative system improvements. Federal regulations state that the MPO must document in the transportation plan how environmental protection, wildlife management, land management and historic preservation agencies are consulted within the transportation planning process. Agency Consultation needs to include, but not be limited to, the Lancaster County Ecological Advisory Committee, Nebraska Department of Environmental Quality, Nebraska Game and Parks Commission, the Lincoln Watershed Management Division and the Army Corp of Engineers.

## **North 27<sup>th</sup> Street, Waverly Road south 1.5 miles**

This is an existing gravel road scheduled for grading and structures in FY 2016. This project generally conforms with the Comprehensive Plan since it is not programmed as a paving project but there is concern that grading and reshaping of the road base for drainage improvements and future paving may pose significant environmental impacts and an environmental review is recommended.

Several potential environmental conflicts have been identified for this segment of North 27<sup>th</sup> Street from the *Lancaster County Natural Resource maps*. These include 1) Flood plain conflict areas, 2) *National Wetlands Inventory* of Wetlands and Streams conflicts, 3) Saline wetland conflicts, 4) Endangered Species (Tiger Beetle Critical Habitat) conflict areas.

## **Internet Access to Lancaster County Road and Bridge Construction Program**

The Plan is available on the web at <http://www.lincoln.ne.gov/cnty/engin/index.htm> or through the City-County InterLinc web-page site with the key word "Engineer."

**Prepared by:** Michael D. Brienzo, Transportation Planner  
Lincoln MPO / Lincoln-Lancaster Planning Department  
555 South 10<sup>th</sup> Street / Suite 213  
Lincoln, NE 68508

**Applicant:** Pam Dingman, County Engineer  
County Engineering  
444 Cherrycreek Road, Bldg. C  
Lincoln, NE 68528

**Table 1**

**Improvement Projects on New and Existing Paved Roads**

**Completed in FY 2015**

* NW 48th Street, NE-Link 55K to Vine Street (City of Lincoln), approx. 1.0 mile.	Grading, structures and pavement for a 4-lane urban roadway on an existing 2-lane paved road. This project is being coordinated with the City of Lincoln project. This conforms with the Comprehensive Plan.
S. 54 <sup>th</sup> Street, Roca Road to Hickman Road, 2.0 miles.	Grading and structures on an existing gravel road. In the Comprehensive Plan as potential paving, generally conforms.
* S. 70 <sup>th</sup> Street, Pine Lake to Saltillo Road, 2.0 miles.	This is 2 <sup>nd</sup> -stage pavement on an existing paved road. This project is being coordinated with the segment within the City of Lincoln. This conforms with the Comprehensive Plan.
* Holdrege Street, North 84 <sup>th</sup> Street (City of Lincoln) to North 148 <sup>th</sup> Street, 3.2 miles.	This is 2 <sup>nd</sup> -stage pavement on an existing paved road. This project is being coordinated with the segment within the City of Lincoln. This conforms with the Comprehensive Plan.
Pine Lake Road, 98 <sup>th</sup> Street to 112 <sup>th</sup> Street to , 1.0 miles.	This is 2 <sup>nd</sup> -stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
East Van Dorn Street, S. 112 <sup>th</sup> Street to S 120 <sup>th</sup> Street, 0.5 miles.	This is 2 <sup>nd</sup> -stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
* West Van Dorn Street, SW 84 <sup>th</sup> Street to S. Coddington Ave., 4.0 miles.	This is 2 <sup>nd</sup> -stage pavement on an existing paved road. This project is being coordinated with the segment within the City of Lincoln. This conforms with the Comprehensive Plan.

**Carried over from FY 2012**

North 27 <sup>th</sup> Street, Waverly Road south 1.5 miles.	Right of way for improvements on an existing gravel road. In the Comprehensive Plan as potential paving, generally conforms.
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**Carried over from FY 2013**

68 <sup>th</sup> Street, Roca Road to Hickman Road, 1.3 miles.	Right of way for future system improvements on an existing paved road. This remains a 2-lane facility and conforms with the Comprehensive Plan.
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## FY 2016

SW 12<sup>th</sup> Street, Denton Road to Rokaby Road, 2.0 miles.

This is 2<sup>nd</sup>-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

North 27<sup>th</sup> Street, Waverly Road south 1.5 miles.

Grading and structures on an existing gravel road. This project generally conforms with the Comprehensive Plan since it is not programmed as a paving project but there is concern that grading and reshaping of the road base for drainage improvements and future paving may pose significant environmental impacts and an environmental review is recommended.

SW 42<sup>nd</sup> Street, W Hallam Road to Gage Road 1.0 miles.

This is 2<sup>nd</sup>-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

South 110<sup>th</sup> Street, 0.5 miles north of Hickman Road to Wagon Train Road, 1.0 miles.

This is 2<sup>nd</sup>-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

NW112<sup>th</sup> Street, Branched Oak Lake Rec. Road to Malcolm Link, 3.5 miles.

This is 2<sup>nd</sup>-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

Agnew Road, N 14<sup>th</sup> Street to Nebraska Hwy 79, 6.0 miles.

This is 2<sup>nd</sup>-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

W Agnew Road, NW 70<sup>th</sup> Street to NE Hwy 79, 0.2 mile.

Pavement of an existing gravel/paved road in the plan for paving. This conforms with the Comprehensive.

Ashland Road, N 162<sup>nd</sup> Street to N 190<sup>th</sup> Street, 2.0 miles.

This is 2<sup>nd</sup>-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

Bluff Road, North 148<sup>th</sup> Street City of Waverly) to N 176<sup>th</sup> Street, 2.0 miles.

Pavement of an existing gravel road, programmed in the plan for paving. This conforms with the Comprehensive Plan.

Branched Oak Lake Rec. Road, 4.2 miles.

This is 2<sup>nd</sup>-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

W. Denton Road, SW 112<sup>th</sup> Street to SW 140<sup>th</sup> Street, 2.0 miles.

Pavement of an existing gravel road, programmed in the plan for paving. This conforms with the Comprehensive Plan.

\* Havelock Ave., Stevens Creek to N 98<sup>th</sup> St., 0.5 miles.

This is 2<sup>nd</sup>-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

**FY 2016** (continued)

Old Cheney Road, 148<sup>th</sup> Street to 190<sup>th</sup> Street, 3.0 miles.

Pavement of an existing gravel road, programmed in the plan for paving. This conforms with the Comprehensive Plan.

\* Rokeby Road, 70<sup>th</sup> Street to 86<sup>th</sup> Street, 1.25 miles.

Grading and structures on an existing gravel road. In the Comprehensive Plan as potential paving. This is being coordinated with the City of Lincoln as a potential RUTS project and conforms with the Comprehensive Plan.

\* Rokeby Road, 70<sup>th</sup> Street to 84<sup>th</sup> Street, 0.6 miles.

This is 2<sup>nd</sup>-stage pavement on an existing paved road. This conforms with the Comprehensive Plan.

\* Wagon Train Road, east of South 110<sup>th</sup> Street 1.0 miles.

This is 2<sup>nd</sup>-stage pavement on an existing paved road. This conforms with the Comprehensive Plan.

\* Wagon Train Rec. Road, 4.0 miles. (Coordinated with Nebraska Games & Parks)

This is 2<sup>nd</sup>-stage pavement on an existing paved road. This conforms with the Comprehensive Plan.

**FY 2016 Standby Projects**

North 112<sup>th</sup> Street, Adams Street to "O" Street, 2.0 miles.

Engineering for improvements on an existing gravel road. This is the Comprehensive Plan as potential paving and as a future urban project. This is being coordinated with the City of Lincoln as a RUTS project and conforms with the Comprehensive Plan.

West Alvo Road, NW 12<sup>th</sup> Street east 0.2 mile.

Grading and rock surfacing on a non-existent road. This is being coordinated with the City of Lincoln as a RUTS project and conforms with the Comprehensive Plan.

East Beltway, Nebraska Highway 2/ South Beltway to I-80, 13.0 miles.

Engineering and right of way for a future freeway. This conforms with the Comprehensive Plan.

Rokeby Road, 56<sup>th</sup> Street to 70<sup>th</sup> Street, 0.5 mile.

This is 2<sup>nd</sup>-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

## FY 2017-2021

S. 1 <sup>st</sup> Street, Pioneers Blvd. to Old Cheney Road, 1.0 mile.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and in conformance.
North 7 <sup>th</sup> Street, McKelvie Road to Fletcher Avenue, 1.5 miles.	Engineering on an existing dirt/gravel road. This is to be coordinated with the City of Lincoln for a future urban infrastructure. This conforms with the Comprehensive Plan.
SW 14 <sup>th</sup> Streets, Bennet Road to Nebr Hwy 33 (Roca Road), 2.0 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving, in conformance with the Comprehensive Plan.
North 14 <sup>th</sup> Street, Alvo Road to Waverly Road, 2.5 miles.	Engineering for a future 2-lane widening project on an existing paved road. This conforms with the Comp Plan.
North 14 <sup>th</sup> Street & Waverly Road, Intersection, 1.0 mile.	Grading, structures and paving for safety improvements on an existing gravel/paved road intersection. This conforms with the Comprehensive Plan.
S 25 <sup>th</sup> Street, Saltillo Road south 1.5 miles.	Engineering on an existing dirt/gravel road. This is to be coordinated with the City of Lincoln for a future urban infrastructure. This conforms with the Comprehensive Plan.
NW 27 <sup>th</sup> Street, West Alvo Road to West Waverly Road, 3.0 miles.	Right of way for improvements on an existing gravel road. This is programmed in the plan for paving and generally conforms with the Comprehensive Plan.
NW 40 <sup>th</sup> Street, US-34 to West Waverly Road, 3.5 miles.	Engineering on a gravel road for safety improvements. This generally conforms with the Comprehensive Plan.
SW 42 <sup>th</sup> Street, Nebr Hwy 33 (West Roca Road) south, 5.5 miles.	Engineering on a gravel road for safety improvements. This generally conforms with the Comprehensive Plan.
* NW 48 <sup>th</sup> Street, W Fletcher Avenue to US-34, 0.8 miles.	Engineering for a 4-lane urban roadway on an existing 2-lane paved road. This conforms with the Comprehensive Plan.
S. 54 <sup>th</sup> Street, Roca Road to Hickman Road, 2.0 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving, in conformance with the Comprehensive Plan.
S. 68 <sup>th</sup> Street, Roca Road to Hickman Road, 1.3 miles.	Grading, structures and paving to rebuild an existing 2-lane paved road. This conforms with the Comprehensive Plan.

**FY 2017-2021** (continued)

S. 96 <sup>th</sup> Street, Gage Road to Firth Road, 1.0 miles.	Engineering for safety improvements on an existing gravel road. This is programmed in the Comprehensive Plan for paving and generally conforms.
S. 98 <sup>th</sup> Street, Van Dorn Street to Pioneers Blvd, 0.7 mile.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and is being coordinated with the City of Lincoln as a <u>RUTS</u> project. This conforms with the Comprehensive Plan.
S. 98 <sup>th</sup> Street, "O" Street to "A" Street, 1.0 miles.	Grading and structures for a new road programmed in the plan for paving. This is being coordinated with the City of Lincoln as a <u>RUTS</u> project and conforms with the Comprehensive Plan.
S. 98 <sup>th</sup> Street, "A" Street to Van Dorn Street , 1.1 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and is being coordinated with the City of Lincoln as a <u>RUTS</u> project. This conforms with the Comprehensive Plan.
S. 98 <sup>th</sup> Street, Pioneers Blvd. to Old Cheney Road, 1.0 mile.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and is being coordinated with the City of Lincoln as a <u>RUTS</u> project. This conforms with the Comprehensive Plan.
North 112 <sup>th</sup> Street, Alvo Road to US-6, 0.7 miles.	Engineering for safety improvements on an existing gravel road. This is programmed in the Comprehensive Plan for paving and generally conforms.
South 112 <sup>th</sup> Street, "O" Street to "A" Street, 1.0 miles.	Right of way for improvements on an existing gravel road. In the Comprehensive Plan as potential paving, generally conforms
North 148 <sup>th</sup> Street & S148 <sup>th</sup> Street, Nebraska Highway 2 to US 6, 14.5 miles.	Engineering and Traffic Study on an existing paved road. This generally conforms with the Comprehensive Plan
North 162 <sup>nd</sup> Street, Mill Road to Davey Road, 2.3 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and is in conformance with the Comprehensive Plan.
North 162 <sup>nd</sup> Street, US-6 to Mill Road, 1.7 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and is in conformance with the Comprehensive Plan.

**FY 2017-2021** (continued)

West "A" Street, SW 54 <sup>th</sup> Street (BNSF R.R.) to SW 84 <sup>th</sup> Street (S55-A Spur), 2.2 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and generally conforms with the Plan.
E Adams Street, Stevens Creek to North 148 <sup>th</sup> Street, 3.3 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and generally conforms with the Plan.
E Adams Street, 148 <sup>th</sup> Street to 190 <sup>th</sup> Street, 3.0 miles.	Engineering on a gravel road, not in the plan for future paving. This generally conforms with the Comprehensive Plan.
West Adams Street, NW 56 <sup>th</sup> to NW 84 <sup>th</sup> Street, 1.6 miles.	Engineering on a gravel road, not in the plan for future paving. This generally conforms with the Comprehensive Plan.
West Agnew Road, NW 70 <sup>th</sup> Street to NW 140 <sup>th</sup> Street, 5.1 miles to Seward County.	Engineering on a gravel road, not in the plan for future paving. This generally conforms with the Comprehensive Plan.
Alvo Road, North 112 <sup>th</sup> Street to North 148 <sup>th</sup> Street, 2.5 miles.	Engineering on a gravel road, not in the plan for future paving. This generally conforms with the Comprehensive Plan.
Bluff Road, North 176 <sup>th</sup> Street to N 190 <sup>th</sup> Street (Cass County Line), 1.2 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and generally conforms with the Plan.
West Bluff Road, NW 140 <sup>th</sup> Street to NW 112 <sup>th</sup> Street (Seward CO Line), 2.0 miles.	Engineering on a gravel road, not in the plan for future paving. This generally conforms with the Comprehensive Plan.
West Denton Road, SW 112 <sup>th</sup> Street to SW 140 <sup>th</sup> Street (Seward CO Line), 2.0 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and generally conforms with the Plan.
Firth Road, east of South 38 <sup>th</sup> Street, 0.2 mile.	Engineering for improvements on an existing paved road for safety improvements. Generally conforms with the Comprehensive Plan.
Fletcher Avenue, N 84 <sup>th</sup> Street to N 98 <sup>th</sup> Street, 1.0 miles.	Pavement of an existing gravel road, programmed in the plan for paving. This is being coordinated with the City of Lincoln as a <u>RUTS</u> project and conforms with the Comprehensive Plan.

**FY 2017-2021** (continued)

\* Rokeby Road, 56<sup>th</sup> Street to 70<sup>th</sup> Street, 0.7 mile.

Pavement of an existing gravel road, programmed in the plan for paving. This project is being coordinated with the City of Lincoln. This conforms with the Comprehensive Plan.

Saltillo Road, South 14<sup>th</sup> Street to South 70<sup>th</sup> Street, 3.2 miles.

Paving shoulders and 2<sup>nd</sup>-stage pavement on an existing paved road. Safety improvement project conforms with the Comprehensive Plan.

Saltillo Road at South 56<sup>th</sup>, Intersection Improvements, 0.5 miles.

Intersection Improvements adding turn lanes for safety improvements on an existing paved road. This conforms with the Comprehensive Plan.

\* West Van Dorn Street, SW 84<sup>th</sup> Street to SW 112<sup>th</sup> Street, 2.0 miles.

Pavement of an existing gravel road, programmed in the plan for paving. This conforms with the Comprehensive Plan.

\* Yankee Hill Road, S. 70<sup>th</sup> Street to S. 84<sup>th</sup> Street, 0.6 mile.

Pavement of an existing gravel road, programmed in the plan for paving. This project is being coordinated with the City of Lincoln. This conforms with the Comprehensive Plan. This conforms with the Comprehensive Plan.

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\* *Project is being coordinated with the City of Lincoln*

# COMPREHENSIVE PLAN CONFORMANCE NO. 15030

## COMPREHENSIVE PLAN CONFORMANCE NO. 15030

### "LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM

### FISCAL YEAR 2016 AND 2017-2021".

### PUBLIC HEARING BEFORE PLANNING COMMISSION:

September 30, 2015

Members present: Beecham, Cornelius, Corr, Harris, Hove, Lust, Scheer, and Sunderman; Weber absent.

Staff recommendation: Conformance with the Comprehensive Plan.

There were no ex parte communications disclosed.

Staff Presentation: **Mike Brienzo of the Planning Department** came forward to state this plan is developed every year based on programming of County funds and other funding sources to implement the County element of the Long Range Transportation Plan. This is an implementation tool that reflects the planning process undertaken in developing the Long Range Plan. The annual review of projects directs the County Engineer and the County Board in their decision making on projects to be undertaken in the upcoming year.

There is a one-year element and a five-year element. The focus is on the one-year element, though staff reviews the entire program for conformity, particularly with projects that are on standby. If there is an opportunity for additional funding or if another project is stalled, these standby projects can move forward. The County Board was very generous in programming additional funds for maintenance and other projects, so the funding has increased slightly. The City will be involved in the coordination of some of the projects along the fringe of City limits. The North 27<sup>th</sup> Street Project has been "red flagged" due to concern for potential environmental conflicts within that corridor, so the County Engineer was asked to be extra careful and cognizant of those issues. Overall, this program is in conformance.

**Pam Dingman, Lancaster County Engineer**, began by talking about the "true state" of County infrastructure. For the maintenance fund, she asked for and received a 50% increase in funding, stating that this is unheard of from the standpoint of a County budget. The reality is, that this reflects the state of the infrastructure. It is dramatically behind in roadway and bridge dollars. She thanked the board for having the leadership to find those badly needed funds.

Dingman went on to say that last spring, in the midst of a hopeful time about the projects that could be completed with the additional funds, the County flooded. Now the reality is that the additional monies will likely go to repairing roads and flood damage.

Dingman said that 1917 was the first time the County Engineer was required to provide a report reviewing work done in the last year and plans for work in the upcoming year. During that year, 7.2 miles of Lancaster County roads were paved for approximately \$400,000; 5 concrete bridges were constructed; and 509 wooden bridges were repaired. What made that engineer ahead of his time is that in 1918, he urged the County Board to get away from using wooden structures. She showed an image of a wooden bridge on SW 91<sup>st</sup> Street south of Denton. This bridge was built in the 1970s and is in need of replacement, noting that it may become a trail corridor.

Dingman showed an image of Bridge M-23 on SW 140<sup>th</sup> Street, between A and O Streets as an example for demonstrating how the County Engineer's office has been good stewards of the money they are given. This concrete, earth-filled, arch bridge is held in tension by a beam underneath. It was built in 1917 for \$3,400 dollars. In 1985, when the road was widened, a deck was added on the bridge for \$30,000 – noting how the County Engineer's Office took a 1917 bridge and brought it forward 98 years. It is now well past its useful life and any design life anyone would have anticipated. This bridge functioned somewhat well until the floods this year until which time, the spread footing was damaged and the only solution now is replacement. Prior to this event, this bridge was not even in the 1 & 6 Year Program.

Dingman went on to say that water overtops the 1940s era, 1st and Raymond Road Bridge in any rain event greater than a 5-year storm. This happens so frequently that when storms are forecast, barricades are dropped off beforehand in anticipation of the call that water is over the road. We are currently planning to replace this bridge. It is in the Salt Creek Tiger Beetle habitat with saline wetlands around it. It also has an endangered plant called "saltwort".

Dingman displayed a map of all areas damaged during the flooding of May and June of this year. There was road damage to over 1,800 locations and 28 structures were severely damaged. The most severely damaged bridge is H-207. It lost 25-30 feet of horizontal embankment. The County Engineer is currently working with multiple agencies to stabilize this bridge so that future storms do not damage it even more. At 134<sup>th</sup> Street near Waverly Road, water covered the road for more than a mile, for a significant period of time. This damaged the slab and created debris issues. At several points, plows were used to keep debris off the roads. Dingman went on to show several other specific examples of damage that occurred to bridges and roads as a result of the spring flooding. Various repairs and updates have been undertaken over the years but many of these were completely washed away. She stated it is important to understand that most of the construction items on the one year part of the program will not be constructed, despite the extra dollars. With that in mind, some of the major changes planned included the replacement of a bridge referred to as X-205, which has been on the list for over 10 years. Dingman noted that 80 bridges are past their useful life. To keep up, the County should have been replacing 5 bridges per year for the last 20 years.

For many of these projects, the Engineer's office is applying for Federal programs in order to assist the taxpayers. Lancaster County cannot handle a property tax increase in order to replace these. To replace this one bridge, we placed our money in a sinking fund for 5 years.

Dingman said another project on the one year program, hopefully in partnership with the State, is the mill and overlay of the area around Branched Oak and Wagon Train. If the State backs out due to their own funding issues, this project may get pushed off, which includes 7.2 miles of paving, including: 2 miles from Denton to the County Line, 3 miles from Old Cheney to the County line, 2 miles from Bluff Creek to the I-80 interchange done in a partnership with Waverly, and the overlay of Agnew Road at the north end of the county.

Dingman stated that paving occurs when a traffic count of 300 per day is reached. At that point, maintenance is needed multiple times a week. There are 30 miles of roads this year with traffic counts higher than 300. There are currently 272 miles of asphalt and 80 miles of that is in dramatic need of overlay in order to stabilize the infrastructure. This year, Van Dorn was disintegrating to a point at which it was crumbling back to gravel and dirt and sections required emergency repairs. The County needs to get to the point where the overlay is not being done as the road is simultaneously disintegrating, as this is way too late.

In this plan, 20 miles of asphalt is proposed. That will put a dent of about 25% out of the total. When this was presented to County Board, they asked if it would be enough to handle the problem if additional funds for maintenance were available for four years. The reality is, it would not, because as asphalt ages, it continues to need maintenance.

Dingman stated that looking forward to years two through six, one of the major changes she promised to make included cost justification of proposed projects. In the past, other County Engineers put anything constituents called about on the list of potential projects even though there is no reason to pave those areas, so some areas have been taken off the list. She noted that Saltillo Road was added to the list to add shoulders, as it is the most deadly road in the County. It will take a substantial amount of grading and the County will probably have to acquire some right-of-way. This should be a partnership between the County and City because the City is only around a mile away and, ultimately, this road will end up being in the City.

#### **STAFF QUESTIONS:**

Beecham asked about the process the County Engineer's Office goes through when faced with prioritization of the roads and bridges. Dingman replied that with asphalt, the County uses the Minnesota Department of Transportation inspection, which is a 10-point rating for

each road. If asphalt gets a good inspection, it may only need cracks repaired. It can reach a point of disintegration where overlay no longer makes sense because the damage is already too severe. There are roads that are on the edge of that point now. All roads are reinspected and photographed every year to document the progression.

Dingman said the State requires inspection of bridges. There is a list of bridges with areas of concern. County Engineer's offices has a team of three bridge inspectors and two engineers who are certified. After any significant event, bridges of concern are inspected to make sure they are still safe for the public. Each bridge has a rating and ranks on a priority list. Bridge C-91 is in the one year as a standby. It has been in the 1 & 6 for replacement since the late 1990s. It is humbling to look at the depth of the infrastructure crisis.

Beecham asked about factoring how many people traverse a certain road and alternative access roads. Dingman replied that traffic counts are done on all roads. County Engineer borrows sophisticated equipment from other agencies. Around Branched Oak, in addition to traffic counts, cores of the road were taken. It has 12 inches of solid material. That means the design can be backed off to a 2-inch mill and overlay design, which also helps environmentally. Around Wagon Train, there was two inches and the rest underneath had disintegrated, so that will require thicker asphalt.

Lust asked if it is fair to say that with infrastructure needs, the lack of repair and upkeep costs more in the long run than if it had been maintained. Dingman said it absolutely costs more.

Harris asked for more information about the potential hazards mentioned by Brienzo on N. 27<sup>th</sup> Street. Dingman agreed that it is a very sensitive environmental area. A number of protocols and criteria for dealing with environmental issues are now in place. This project has been on the standby list since 2012. Positive feedback was received from both state and federal agencies with regard to environmental certification. Generally this year, there will not be as much grading of roads since there are 26 miles that are graded and not paved. The goal is not to catch up on paving before continuing to spend resources on grading. The exception is N. 27<sup>th</sup> Street because the County Engineer's Office has worked on it for so long to get the environmental certifications, the grading needs to move forward. It may not get that far again.

**ACTION BY PLANNING COMMISSION:**

September 30, 2015

Lust moved approval, seconded by Beecham.

Beecham stated she was lucky enough to tour the County Engineering facility and was impressed by the absolute dedication by the staff to stretching the dollar as far as it could go, to the point where of recycling and reusing supplies. She will support this finding of

conformance because she believes that if County Engineer has identified a real need, it can be trusted that there is a real need. They have done a great job of trying to use their dollar wisely and she doubts if there is any more excess that could be cut off.

Lust stated she will also vote for a finding of conformance with the Comprehensive Plan. However, it is troubling to vote for conformance when presented with funding that severely underfunds what needs to be accomplished. In a sense, that makes it out of conformance due to that under funding. I do agree that the department is doing a remarkable job with the funds they are given, but it is unfortunate that it will cost more in the long term. This is the second year in a row where the County has been unable to do any bridge work when there are 80 bridges in desperate need of repair. At some point, it could become dangerous to the public. Lust complimented the County Board for attempting to find more funding.

Hove stated he will also support this finding.

Motion for a finding of conformance carried 8-0: Beecham, Cornelius, Harris, Corr, Scheer, Hove, Sunderman and Lust voting 'yes'; Weber absent. This is a recommendation to the Lancaster County Board of Commissioners.

# Lancaster County Engineering



1 & 6 Year  
Road and Bridge Construction  
10/29/2015



**Patrol Station.** This type of structure is built throughout Lancaster County, and houses the maintenance equipment, thereby serving as headquarters for those working on the roads. Similar structures will be built throughout the state

# Lancaster County Engineering



Pam Dingman, PE

Lancaster County Engineer

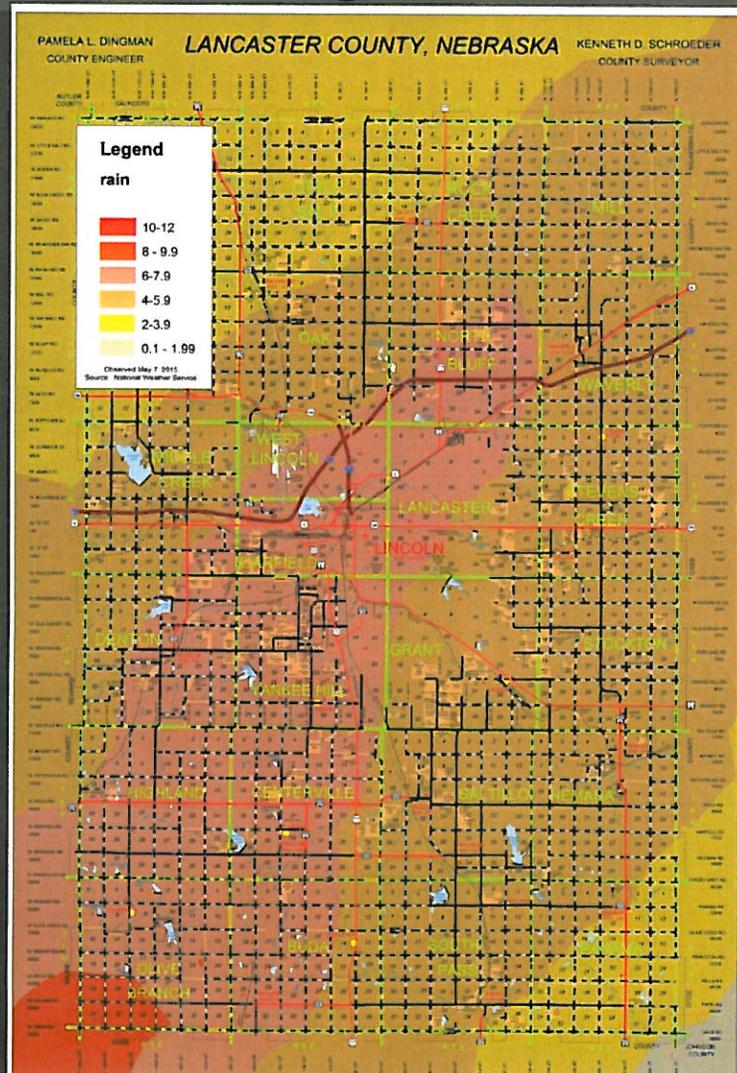
Lancaster County

402-441-8332

[pdingman@lancaster.ne.gov](mailto:pdingman@lancaster.ne.gov)

# Lancaster County Engineering

## Flooding of 2015





# Lancaster County Engineering

H-115 – NEMA Hazard Mitigation 75%/25%



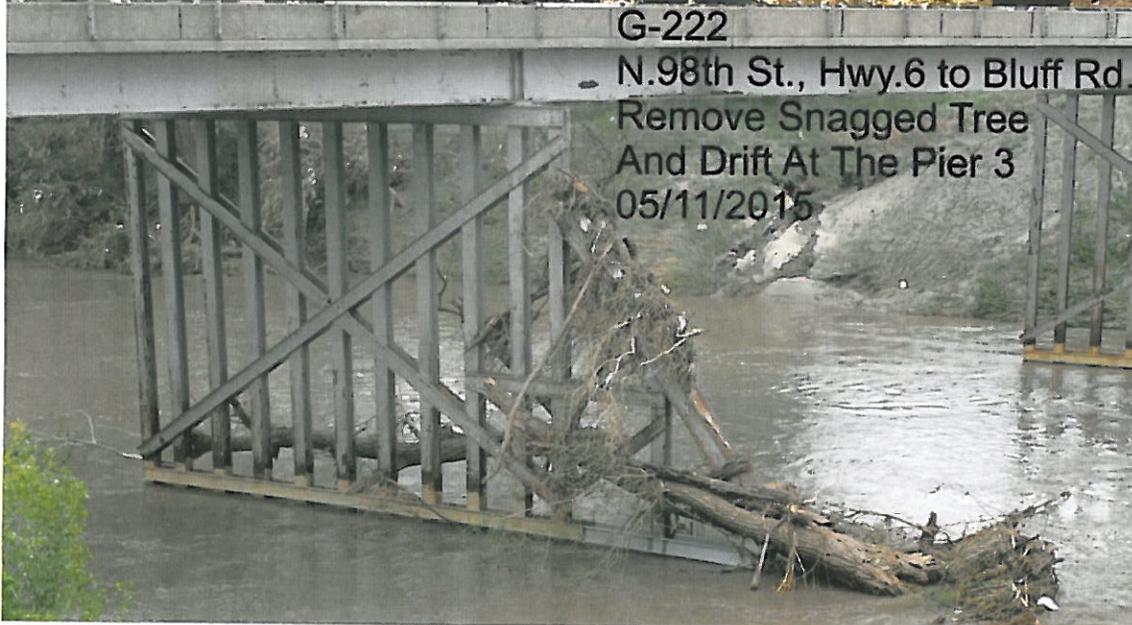
# Lancaster County Engineering

## Y-181 NEMA Hazard Mitigation 75%/25%



# Lancaster County Engineering

## FEMA Debris Removal Program



G-222  
N.98th St., Hwy.6 to Bluff Rd.  
Remove Snagged Tree  
And Drift At The Pier 3  
05/11/2015



# Lancaster County Engineering

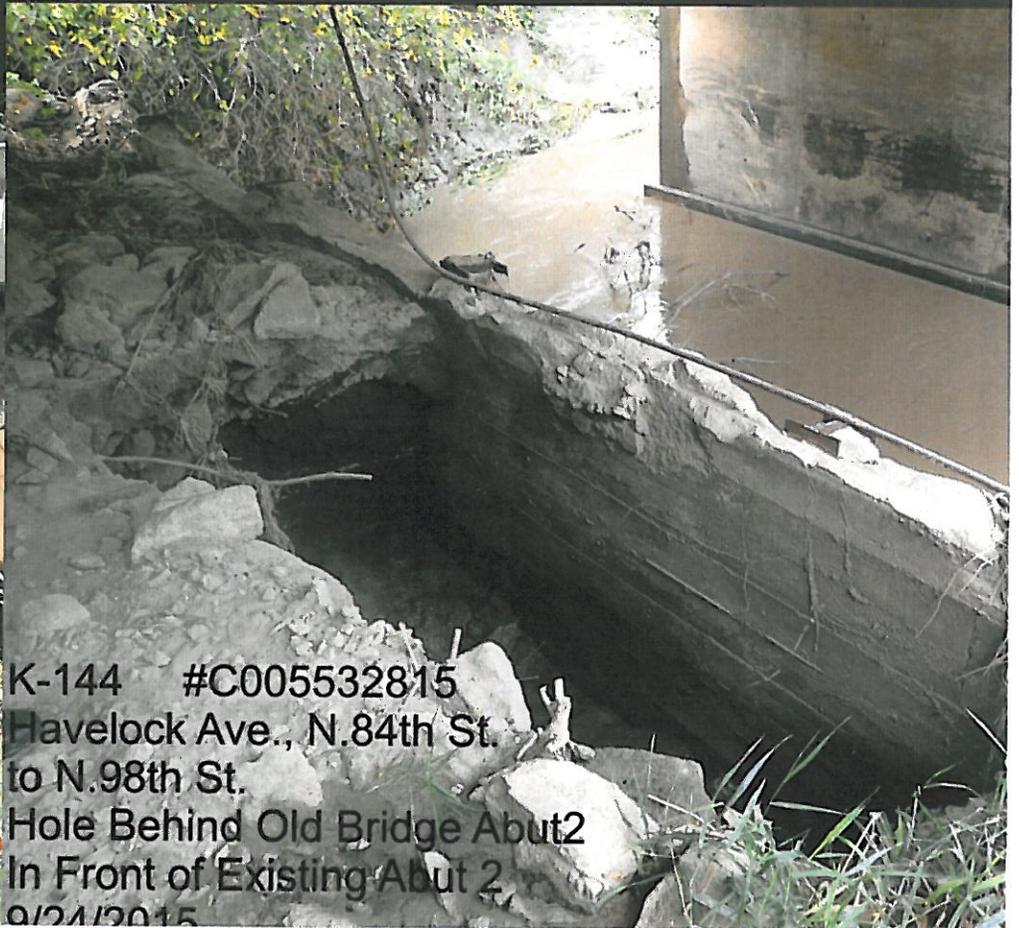
Bridge M-23 Built in 1917

SW 140<sup>th</sup> – between A and O



# Lancaster County Engineering

*Havelock Ave – by Lancaster County Event Center*



K-144 #C005532815  
Havelock Ave., N.84th St.  
to N.98th St.  
Hole Behind Old Bridge Abut2  
In Front of Existing Abut 2  
9/24/2015

# Lancaster County Engineering

*H-207 162<sup>nd</sup> 2miles north of Highway 6 – FEMA/LPSNRD*

**H-207 #C005514535**  
**Erosion and Slumping SE**  
**May 2015**



# Lancaster County Engineering

*H-207 162<sup>nd</sup> 2miles north of Highway 6 – FEMA/LPSNRD*

C005514535 #H-207  
West Face - Looking Downstream - Easterly

03/09/2015



# Lancaster County Engineering

## N-19 West Pioneers and West 98<sup>th</sup>



# Lancaster County Engineering

*D-88 Agnew Road west of Hwy 79 – Federal Aid Route 75%*

D-88 #C005500615  
Agnew Rd. (Paved)  
Hwy.79 to NW56th St.



# Lancaster County Engineering

## Projects Completed in 2015

Grading - South 54<sup>th</sup> Street

Asphalt Overlay – South 70<sup>th</sup> Street, Holdrege Street, Pine Lake Road, East Van Dorn Street, West Van Dorn Street

# Lancaster County Engineering

## Proposed projects for 2016 Construction

Paving – Bluff Road , West Agnew Road, West Denton Road, Old Cheney

Asphalt Overlay – SW 12<sup>th</sup> Street, SW 42<sup>nd</sup> Street, S 110<sup>th</sup> Street, NW 112<sup>th</sup> Street, Agnew Road, Branched Oak Lake Rec Road, Havelock Ave, Wagon Train Road

Grading – N 27<sup>th</sup> Street, Rokeby Rd

Bridges – x-205

# Lancaster County Engineering

## Proposed Projects 2017-2021

Paved Shoulders - Saltillo Road, 68<sup>th</sup> Street

Pavement – West A Street, West Van Dorn Street, SW 14<sup>th</sup> Street, Rokeby Road, Yankee Hill Road, 162<sup>nd</sup> Street, Bluff Road, Waverly Road, North 14<sup>th</sup> Street, 98<sup>th</sup> Street

Grading – 98<sup>th</sup> Street

Bridges – F-88, N-114, G-222, H-207, C-284, N-19, C-91, F-78, X-129, W-164

South and East Beltway

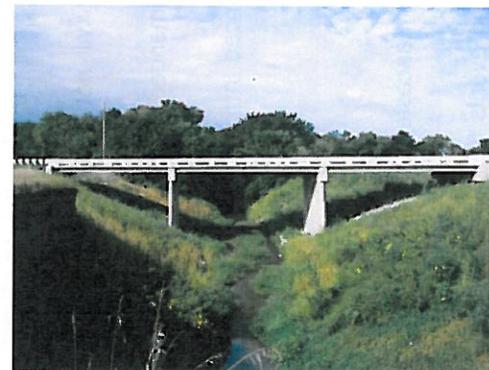
# Lancaster County Engineering

Public Comment

1 AND 6 YEAR

# ROAD AND BRIDGE CONSTRUCTION PROGRAM

# FISCAL YEAR 2016



## LANCASTER COUNTY, NE

LANCASTER COUNTY ENGINEERING DEPARTMENT

444 CHERRYCREEK ROAD, BLDG. C

LINCOLN, NE 68528



## FISCAL YEARS 2016 AND 2017 - 2021

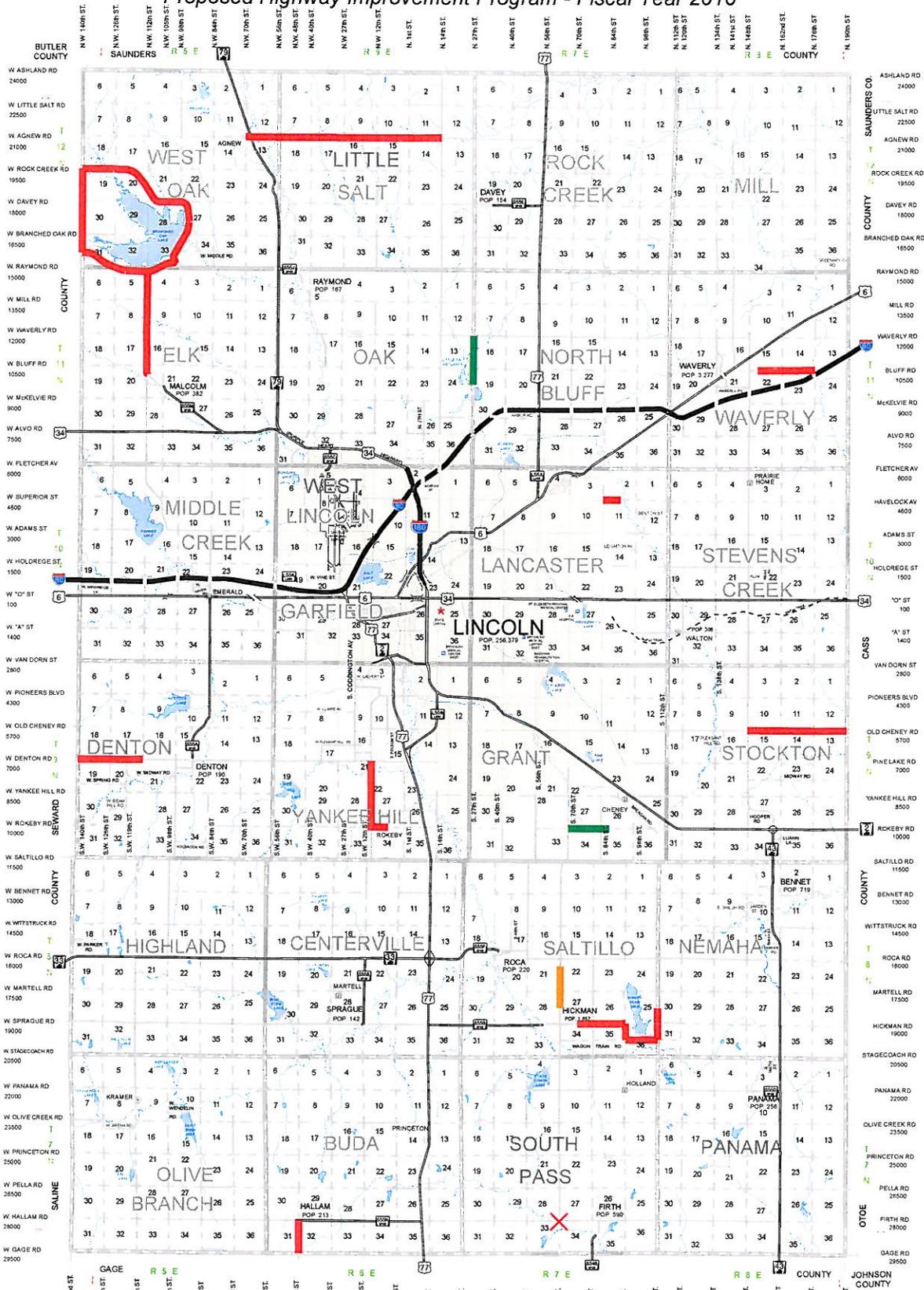
Normally projects that are programmed for work in Fiscal Year 2016 are also included in Fiscal Years 2017 - 2021 being advanced one step.

Projects that are included in Fiscal Year 2016 program on a "stand-by" basis are repeated in the Fiscal Years 2017 - 2021 program listings at the next advanced step. They are included on the Fiscal Years 2017 - 2021 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 2017 - 2021 listings.

This year Lancaster County's program work may be dramatically affected by flooding events from the spring of 2015.

## Proposed Highway Improvement Program - Fiscal Year 2016



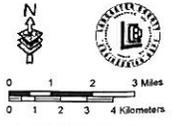
**SOURCE:**

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

- INTERSTATE HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY
- PAVED ROAD
- GRAVEL ROAD
- DIRT ROAD
- DAM WITH ROAD ON TOP
- ROAD MAINTAINED BY ADJOINING COUNTY
- RAILROAD
- MOPACT TRAIL
- CEMETERY

- COUNTY BOUNDARY
- TOWNSHIP LINE
- SECTION LINE
- UNINCORPORATED VILLAGE
- INCORPORATED VILLAGE OR CITY
- SUBDIVISION
- MALCOLN PARKS
- RIVER OR CREEK
- LAKE OR POND
- RESERVOIR WITH DAM
- WETLANDS

- PROPOSED IMPROVEMENTS**
- PAVING
  - GRADING
  - ENGINEERING
  - RIGHT OF WAY
  - BRIDGES



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

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL 2016

**ROADS**

PROJECTS COMPLETED IN FISCAL 2015

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	TOWNSHIP	LOCATION FROM SECTIONS	LENGTH	TYPE OF IMPROVEMENT	ACTUAL COST	SCHEDULED FOR IMPROVEMENT
NW 48 <sup>th</sup> St.	C55-L-410(3)	Other Arterial	Pavement	West Lincoln Garfield	In-19	1.0 Mile	Pavement	1,100,000 (L)	2015
S. 54 <sup>th</sup> St.	C55-S-405(3)	Local	Gravel	Saltillo	W-21,28	2.0 Miles	Grading and Structures	561,832 (C)	2015
S. 70 <sup>th</sup> St.	C55-P-412(1)	Local	Pavement	Grant	W-22,27,34	3.0 Miles	2 <sup>nd</sup> Stage Pavement	458,847 (C) 252,758 (L)	2015
Holdrege St.	C55-JK-408(4)	Local	Pavement	Lancaster Stevens Creek	S-13,14 S-16,17,18	4.2 Miles	2 <sup>nd</sup> Stage Pavement	551,422 (C) 161,349 (L)	2015
Pine Lake Rd.	C55-P-408(2)	Local	Pavement	Grant	S-13	1.0 Mile	2 <sup>nd</sup> Stage Pavement	188,679 (C)	2015
E. Van Dorn St.	C55-J-409(3)	Other Arterial	Pavement	Stevens Creek	S-31	0.5 Mile	2 <sup>nd</sup> Stage Pavement	134,161 (C)	2015
W. Van Dorn St.	C55-LM-404(2)	Other Arterial	Pavement	Middle Creek West Lincoln-Garfield	S-35,36 S-31,32,33	4.5 Miles	2 <sup>nd</sup> Stage Pavement	719,563 (C) 84,427 (L)	2015

(C) County                    \$2,614,504  
(L) City of Lincoln        \$1,598,534

LANCASTER COUNTY  
 ROAD AND BRIDGE CONSTRUCTION PROGRAM  
 FISCAL YEAR 2016

**ROADS**

PROJECTS CARRIED OVER FROM FISCAL 2012

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
N. 27 <sup>th</sup> St.	C55-G-407(2)	Local	Gravel	166-255	North Bluff	W-18,19	1.5 Miles	ROW	ROA-1	120,000 (C)

(C) County

\$120,000

ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2016

ROADS

PROJECTS CARRIED OVER FROM FISCAL 2013

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. 68 <sup>th</sup> St.	C55-S-401(5)	Other Arterial	Pavement	4,982-5,251	Saltillo	W-22,27	1.3 Miles	ENGINEERING ROW	ROA-1	120,000

(C) County

\$120,000

ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL 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
SW 12 <sup>th</sup> St.	C55-O-413(2)	Other Arterial	Pavement	678-1236	Yankee Hill	W-22,27	2.0 Miles	2 <sup>nd</sup> Stage Pavement	N/A	400,000 (C)
N. 27 <sup>th</sup> St.	C55-G-407(2)	Local	Gravel	166-255	North Bluff	W-18,19	1.5 Miles	Grading and Structures	ROA-1	245,000 (C)
SW 42 <sup>nd</sup> St.	C55-W-401(5)	Collector	Pavement	203	Buda	W-32	1.0 Miles	2 <sup>nd</sup> Stage Pavement	N/A	200,000 (C)
S. 110 <sup>th</sup> St.	C55-R-402(2)	Other Arterial	Pavement	246-338	Nemaha	W-30,31	1.0 Mile	2 <sup>nd</sup> Stage Pavement	N/A	175,000 (C)
NW 112 <sup>th</sup> St.	C55-E-402(2)	Other Arterial	Pavement	682-1193	Elk	W-4,9,16,21	3.5 Miles	2 <sup>nd</sup> Stage Pavement	N/A	700,000 (C)
Agnew Rd.	C55-CD-402(4)	Other Arterial	Pavement	498-633	Little Salt West Oak	S-7,8,9,10,11 S-12	6.0 Miles	2 <sup>nd</sup> Stage Pavement	N/A	1,200,000 (C)
W. Agnew Rd.	C55-D-401(2)	Other Arterial	Gravel	303	West Oak	S-11	0.2 Miles	Pavement	ROA-1	80,000 (C)
Bluff Rd.	C55-H-402(1)	Other Arterial	Gravel	265-344	Waverly	S-15,14	2.0 Miles	Pavement	ROA-1	800,000 (C)
**Branched Oak Lake Rec. Rd.	C55-D-402(2)	Collector	Pavement	138-501	West Oak	In-27,21,20 S-22,21,17,18	4.2 Miles	2 <sup>nd</sup> Stage Pavement	N/A	840,000 (C)
W. Denton Rd.	C55-N-404(1)	Collector	Gravel	186-440	Denton	S17,18	2.0 Miles	Pavement	ROA-1	800,000 (C)

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL 2016

**ROADS (Cont'd)**

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
***Havelock Ave.	C55-K-409(3)	Local	Pavement	491	Lancaster	S-2	0.5 Mile	2 <sup>nd</sup> Stage Pavement	N/A	100,000 (L)
Old Cheney Rd.	C55-Q-407(2)	Collector	Gravel	347-499	Stockton	S-10,11,12	3.0 Miles	Pavement	ROA-1	1,200,000 (C)
Rokeby Rd.	C55-P-427(2)	Local	Gravel	50	Grant	S-26,27	1.25 Miles	Grading and Structures	RUTS	700,000(L)
Rokeby Rd.	C55-O-410(2)	Collector	Pavement	278	Yankee Hill	S-27	0.6 Miles	2 <sup>nd</sup> Stage Pavement	N/A	125,000 (C)
**Wagon Train Rd.	C55-S-406(2)	Other Arterial	Pavement	468	Saltillo	In-36	1.0 Mile	2 <sup>nd</sup> Stage Pavement	N/A	175,000 (C)
**Wagon Train Rec. Rd.	C55-RS-401(1)	Other Arterial	Pavement	336-897	Nemaha Saltillo	W-30,31 In-36 W-36 S-26,27	4.0 Miles	2 <sup>nd</sup> Stage Pavement	N/A	800,000 (C)

(C) County                    \$7740,000  
(L) City of Lincoln        \$800,000

\*\* Rec Road costs to be funded 50% by Nebraska Game and Parks

\*\*\* 0.489 miles of Havelock Avenue in the City Limits

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2016

**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
N. 112 <sup>th</sup> St.	C55-J-401(1)	Other Arterial	Gravel	309-316	Stevens Creek	W-18,19	2.0 Miles	Engineering	RUTS	60,000 (C)
W. Alvo Rd.	C55-F-406(3)	Local	N/A	0	Oak	In 34	0.2 Mile	Grading, Rock Surfacing	RUTS	20,000 (C)
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	600,000 (L) 600,000 (C)

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2016

**BRIDGES**

PROJECTS COMPLETED IN FISCAL 2015

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	TOWNSHIP	LOCATION FROM SECTIONS	COUNTY BRIDGE NO.	ROADWAY WIDTH	TYPE OF IMPROVEMENT	ACTUAL COST	SCHEDULED FOR CONSTRUCTION
No Bridge Projects Completed										

LANCASTER COUNTY  
 ROAD AND BRIDGE CONSTRUCTION PROGRAM  
 FISCAL YEAR 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
Firth Rd.	C55-X-205	Other Arterial	Asphalt	883	South Pass	S-28	X-205	32'	125'C.C.S.	HL-93	1,010,000 (C)

(C) County

\$1,010.000

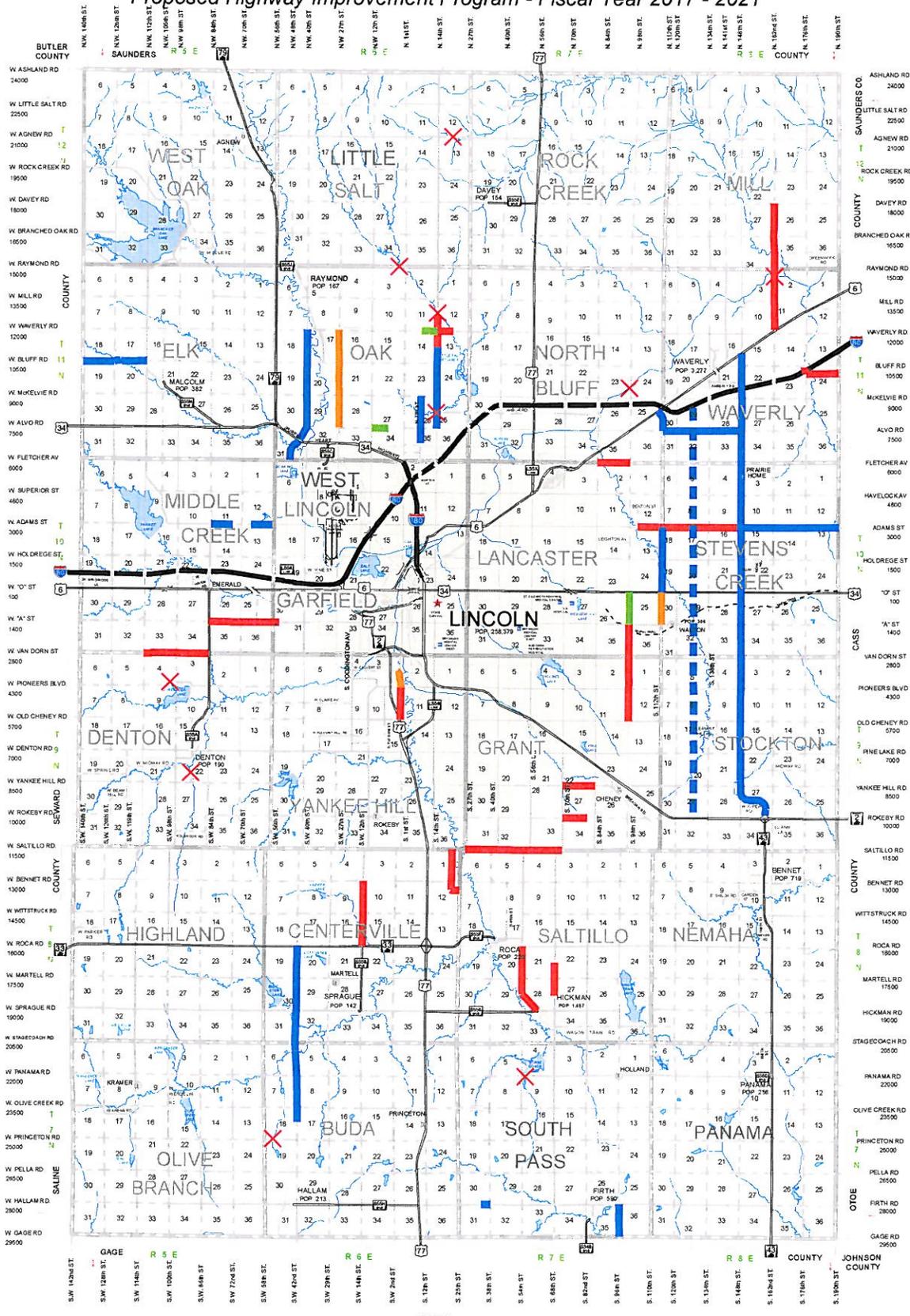
LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2016

**BRIDGES**

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
N. 14 <sup>th</sup> St.	C55-F-88	Other Arterial	Asphalt	3,022	Oak	W-12	F-88	40'	125' C.C.S.	HL-93	1,300,000(C)
SW 91 <sup>st</sup> St.	C55-N-114	Local	Gravel	5	Denton	In-22	N-114	30'	100' C.C.S.	HL-93	425,000 (C)
N. 98 <sup>th</sup> St.	C55-G-222	Collector	Gravel	107	North Bluff	W-24	G-222	30'	360' P.C.G.B.	HL-93	1,530,000 (C)
N. 162 <sup>nd</sup> St.	C55-H-207	Local	Gravel	137	Waverly	E-22	H-207	30'	360' P.C.G.B.	HL-93	1,530,000 (C)
Agnew Rd.	C55-C-284	Other Arterial	Asphalt	382	Little Salt	S-12	C-284	36'	C.B.C.	HL-93	175,000 (C)
W. Pioneers Blvd.	C55-N-19	Local	Gravel	167	Denton	S-4	N-19	30'	75' Bridge	HL-93	376,600 (C)
W. Raymond Rd.	C55-C-91	Other Arterial	Asphalt	1,394	Little Salt	S-34	C-91	32'	140' C.C.S.	HL-93	1,200,000 (C)

*Proposed Highway Improvement Program - Fiscal Year 2017 - 2021*

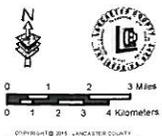


**SOURCE:**

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

- INTERSTATE HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY
- PAVED ROAD
- GRAVEL ROAD
- DIRT ROAD
- DAM WITH ROAD ON TOP
- ROAD MAINTAINED BY ADJOINING COUNTY
- RAILROAD
- AERIAL TRAIL
- CEMETERY
- 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

- PROPOSED IMPROVEMENTS**
- PAVING
  - GRADING
  - ENGINEERING
  - RIGHT OF WAY
  - CORRIDOR PROTECTION
  - BRIDGES



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

FIGS:AXD\pdm\lcmak.mxd

PREPARED BY: LANCASTER COUNTY ENGINEERING DEPARTMENT, LINCOLN, NE, U.S.A.  
Printing Date: 08/08/2016 09:28:05

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2017 – 2021

**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> St.	C55-O-408(4)	Local	Gravel	217	Yankee Hill	W-11	1.0 Mile	Pavement	ROA-1	400,000 (C)
N. 7 <sup>th</sup> St.	C55-F-418(1)	Local	Dirt & Gravel	14-99	Oak	In 26 & 35	1.5 Miles	Engineering	RL-1	20,000 (C)
SW 14 <sup>th</sup> St.	RS- 532(14)	Other Arterial	Gravel	286-321	Centerville	W-15,10	2.0 Miles	Pavement	ROA-1	800,000 (C)
N. 14 <sup>th</sup> St.	C55-F-417(2)	Other Arterial	Pavement	2,920-3,082	Oak	W-13,24,25	2.5 Mile	Engineering	ROA-1	45,000(C)
N. 14 <sup>th</sup> St. & Waverly Rd.	C55-F-417(3)	Other Arterial	Pavement Gravel	232-3,022	Oak	S-11,12 W-12,13	1.0 Mile	Grading, Structures & Pavement	ROA-1	600,000 (C)
S. 25 <sup>th</sup> St.	C55-T-404(1)	Local	Gravel	134-243	Centerville	In-1,12	1.5 Miles	Engineering	ROA-1	20,000 (C)
NW 27 <sup>th</sup> St.	C55-F-415(3)	Collector	Gravel	212-268	Oak	W-16,21,28	3.0 Miles	ROW	ROA-1	80,000 (C)
NW 40 <sup>th</sup> St.	C55-F-419(1)	Local	Gravel	32-66	Oak	W-32,29,20,17	3.5 Miles	Engineering	ROA-1	40,000 (C)
SW 42 <sup>nd</sup> St.	C55-TW-401(1)	Other Arterial	Gravel	138-192	Centerville Buda	W-20,29,32 W-5,8,17	5.5 Miles	Engineering	ROA-1	55,000 (C)
NW 48 <sup>th</sup> St.	C55-F-414(2)	Other Arterial	Pavement	3,577	Oak	In 31	0.8 Mile	Engineering (4 Lanes)	Urban Section	10,000 (C) 10,000 (L)
S. 54 <sup>th</sup> St.	C55-S-405(3)	Local	Gravel	174-223	Saltillo	W-21,28	2.0 Miles	Pavement	ROA-1	800,000(C)

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2017 – 2021

**ROADS (Cont'd)**

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. 68th St.	STPE-3265(7)	Other Arterial	Pavement	4,982-5,251	Saltillo	W-22,27	1.3 Miles	Grading, Structures & Pavement	ROA-1	1,500,000 (C)
S. 96th St.	C55-X-403(2)	Local	Gravel	314-378	South Pass	W-36	1.0 Mile	Engineering	ROA-1	15,000 (C)
S. 98th St.	C55-KP-412(1)	Local	Gravel	242	Grant	W-1	0.7 Mile	Paving	RUTS	300,000(C)
S. 98 <sup>th</sup> St.	C55-K-412(2)	Local	N.A.	0	Lancaster	W-25	1.0 Mile	Grading & Structures	RUTS	200,000 (C)
S. 98 <sup>th</sup> St.	C55-KP-412(3)	Local	Gravel	188	Lancaster	W-36	1.1 Miles	Pavement	RUTS	440,000 (C)
S. 98 <sup>th</sup> St.	C55-KP-412(2)	Local	Gravel	400	Grant	W-12	1.0 Mile	Pavement	RUTS	400,000 (C)
N. 112 <sup>th</sup> St.	C55-GH-402(1)	Other Arterial	Gravel	140	North Bluff Waverly	In 25 W-30	0.7 Mile	Engineering	ROA-1	10,000 (C)
S. 112 <sup>th</sup> St.	C55-J-401(1)	Other Arterial	Gravel	243	Stevens Creek	W-30	1.0 Mile	ROW	ROA-1	20,000 (C)
N. 148 <sup>th</sup> St. & S. 148 <sup>th</sup> St.	C55-HJK-408(1)	Other Arterial	Pavement	1,943-4,329	Stockton Stevens Creek Waverly	W-3,10,15,22,27 W-3,10,15,22,27,34 W-15,22,27,34	14.5 Miles	Engineering & Traffic Study	N/A	20,000 (C)
N. 162nd St.	C55-A-401(5)	Local	Gravel	220-300	Waverly Mill	W-2 W-26,35	2.3 Miles	Pavement	ROA-1	920,000 (C)
N. 162nd St.	C55-H-410(1)	Local	Gravel	201-236	Waverly	W-2,11	1.7 Miles	Pavement	ROA-1	680,000(C)

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2017 – 2021

**ROADS (Cont'd)**

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
West "A" St.	C55-ML- 405(1)	Collector	Gravel	249-455	West Lincoln Middle Creek	S-30 S-26,25	2.2 Miles	Pavement	ROA-1	880,000 (C)
E. Adams St.	C55-KJ-403(1)	Other Arterial	Gravel	284-397	Lancaster Stevens Creek	S-12 S-7,8,9	3.3 Miles	Pavement	ROA-1	1,320,000 (C)
E. Adams St.	C55-J-411(1)	Local	Gravel	248-363	Stevens Creek	S-10,11,12	3.0 Miles	Engineering	ROA-1	30,000 (C)
W. Adams St.	C55-M-415(2)	Local	Gravel	223-326	Middle Creek	S-11,12	1.6 Miles	Engineering	ROA-1	20,000 (C)
W. Agnew Rd.	C55-D-401(1)	Other Arterial	Gravel	37-211	West Oak	S-7,8,9,10,11	5.1 Miles	Engineering	ROA-1	75,000 (C)
Alvo Rd.	C55-H-411(1)	Local	Gravel	119-182	Waverly	S-28,29,30	2.5 Miles	Engineering	ROA-1	25,000 (C)
Bluff Rd.	C55-H-402(1)	Other Arterial	Gravel	213	Waverly	In 23,24	1.2 Miles	Pavement	ROA-1	480,000 (C)
W. Bluff Rd.	C55-E-406(2)	Local	Gravel	127-210	Elk	S-17,18	2.0 Miles	Engineering	ROA-1	20,000 (C)
Firth Rd.	C55-X-402(5)	Other Arterial	Pavement	829	South Pass	S-30	0.2 Mile	Engineering	ROA-1	10,000 (C)
Fletcher Ave.	C55-H-403(2)	Other Arterial	Gravel	235	North Bluff	S-35	1.0 Mile	Pavement	ROA-1	400,000 (C)
Rokeby Rd.	C55-P-427(1)	Local	Gravel	150	Grant	S-27	0.7 Mile	Pavement	ROA-1	350,000 (C) 350,000 (L)

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2017 – 2021

**ROADS (Cont'd)**

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> St.	C55-O-408(2)	Local	Gravel	349	Garfield	W-2	0.5 Miles	ROW	ROA-1	50,000 (C)
N. 112 <sup>th</sup> St.	C55-KJ-414(1)	Other Arterial	Gravel	309	Lancaster	E-13,24	2 Miles	Engineering	ROA-1	40,000 (C)
Saltillo Rd.	C55-OP-414(3)	Other Arterial	Pavement	6610-7937	Yankee Hill Grant	S-36 S-31,32,33	3.2 Miles	Paved Shoulders & 2nd Stage Pavement	ROA-1	1,280,000 (C)
Saltillo Rd. & S. 56th St.	C55-P-419(2)	Other Arterial	Pavement	6355	Grant	S-32	0.5 Mile	Turn Lanes	ROA-1	550,000 (C)
Waverly Rd.	C55-F-403(2)	Local	Gravel	232	Oak	S-11	0.5 Miles	Grading	ROA-1	100,000 (C)
W. Van Dorn St.	C55-M-404(5)	Other Arterial	Gravel	271-337	Middle Creek	S-33,34	2.0 Miles	Pavement	ROA-1	800,000 (C)
Yankee Hill Rd.	C55-P-425(2)	Local	Gravel	522	Grant	S-22	1.0 Mile	Pavement	ROA-1	120,000 (C) 120,000 (L)

County                   \$13,925,000  
City of Lincoln       \$480,000

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEARS 2017 – 2021

**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
N. 14 <sup>th</sup> St.	C55-F-78	Other Arterial	Asphalt	3082	Oak	W-25	F-78	40'	C.B.C.	HL-93	222,000 (C)
Panama Rd.	C55-X-129	Other Arterial	Asphalt	354	South Pass	S-4	X-129	36'	75' Bridge	HL-93	376,500 (C)
W. Princeton Rd.	C55-W-164	Local	Gravel	28	Buda	S-18	W-164	30'	C.B.C.	HL-93	149,200 (C)

\$747,700



GOOD EVENING COMMISSIONERS AND ENGINEER DINGMAN.

MY NAME IS LARRY NEDROW. MY WIFE, CHARLOTTE, AND I ARE RESIDENTS OF WAVERLY.

MY STATEMENT TO YOU THIS EVENING IS TO OFFER COMMENT IN SUPPORT OF PROJECT C55-H-402 (1), ALSO KNOWN AS THE BLUFF ROAD PROJECT AS SHOWN IN THE PROPOSED LANCASTER COUNTY ONE AND SIX-YEAR ROAD AND BRIDGE IMPROVEMENT PLAN (PLAN).

WE TRULY APPRECIATE AND THANK YOU FOR LISTING THE PROJECT IN THE PROPOSED 2016 ONE-YEAR PLAN.

MY CONCERN, HOWEVER, IS THAT THE BLUFF ROAD PROJECT WAS IDENTIFIED IN THE 2015 ONE-YEAR PLAN BUT WAS NOT INITIATED; EVEN THOUGH IN FY 2009 AND FY 2010 THE COUNTY BOARD APPROVED EXPENDITURES OF 454,000 DOLLARS FOR WORK TO PREPARE BLUFF ROAD FOR PAVING.

MY UNDERSTANDING IS THAT THE 2015 BLUFF ROAD PROJECT WAS NOT INITIATED DUE TO A DESIRE ON THE PART OF THE CITY OF WAVERLY AND THE COUNTY ENGINEER, TO ENTER INTO AN INTERLOCAL AGREEMENT BETWEEN THE LANCASTER COUNTY BOARD AND THE WAVERLY GOVERNING BODY FOR THE PURPOSE OF CREATING A JOINT VENTURE AND EXPANDING THE SCOPE OF THE BLUFF ROAD PROJECT.

WHILE IT IS VERY LAUDABLE TO SHARE RESOURCES FOR THE BENEFITS OF TWO POLITICAL SUBDIVISIONS, IT IS MY UNDERSTANDING THAT THE CITY OF WAVERLY AND THE COUNTY ENGINEER HAVE DISCUSSED ITEMS CONSIDERABLY BEYOND THE SCOPE OF THE ORIGINAL BLUFF ROAD PROJECT. ALL OF THE PREVIOUS COUNTY PLANS INDICATED THAT BLUFF ROAD WAS ONLY TO BE PAVED FROM THE WAVERLY CITY LIMIT TO THE INTERSTATE 80 OVERPASS.

TODAY, IT IS ALSO MY UNDERSTANDING THAT AN INTERLOCAL AGREEMENT IS STILL BEING DEVELOPED TO CREATE A JOINT VENTURE AND EXPAND THE SCOPE OF THE ORIGINAL PROJECT. GUIDANCE ON CREATING AN INTERLOCAL AGREEMENT IS SPELLED OUT IN STATE STATUTE 13-804 OF THE NEBRASKA INTERLOCAL COOPERATION ACT, AND CLEARLY REQUIRES DESIGNATION OF AN ADMINISTRATOR OR JOINT BOARD TO ADMINISTER ANY JOINT UNDERTAKING. TO MY KNOWLEDGE THAT REQUIREMENT HAS NOT BEEN DISCUSSED.

THEREFORE, WE RESPECTFULLY REQUEST TWO CONSIDERATIONS: 1. THAT THE COUNTY BOARD ASK THE ENGINEER TO PRINT A DESCRIPTION OF THE PROPOSED EXPANDED 2016 BLUFF ROAD PROJECT; AND 2. IF, BY DECEMBER 1, 2015, NO AGREEMENT HAS BEEN APPROVED BY THE LANCASTER COUNTY BOARD AND THE CITY OF WAVERLY, THE COUNTY BOARD VIGOROUSLY ENCOURAGE THE COUNTY ENGINEER TO PROCEED WITH THE BLUFF ROAD PROJECT; NOT AS A JOINT VENTURE, BUT AS NOTED ON THE MAP AND PAGE 4 OF THE PROPOSED 2016 PLAN. NEITHER THE MAP NOR PAGE 4 INDICATES THAT THE BLUFF ROAD PROJECT IS TO BE A JOINT VENTURE.

I THANK YOU FOR YOUR KIND ATTENTION.

EXHIBIT

tabbies®

E

# The Hazards of an Unpaved West Denton Road

Sean S. Fintel

12401 W. Denton Rd.  
Denton, NE 68339

# West Denton Road Paving Project Needs to Be a Priority Over Other Lancaster County Paving Projects in 2016

---

## Presentation Objective

- To clearly present facts, details, and supporting information that the West Denton Road paving project must be a priority for 2016.
- It is clearly a dangerous road and it is only a matter of time before someone is injured or killed on this road due to its lack of paving.



# Intersection of SW 112<sup>th</sup> & West Denton Road

- Picture from video taken on 8/17/15
- Vehicle stopped on road due to pothole in front of them and me heading west. Notice vehicle behind the stopped vehicle – an accident waiting to happen.....



# My Background

- I have lived on gravel roads all of my life, growing up on a farm between Byron and Deshler, Nebraska (south central Nebraska)
- Have lived on gravel roads outside of Lincoln since 2003.
- I work for in a job where I travel across southeast Nebraska and drive about 40,000 miles a year.
- Working with farmers and seed company sales representatives, about 20% of that travel takes place on gravel roads.
- Speaking from direct experience on gravel road travel and maintenance, West Denton Road is the most dangerous gravel road that I have traveled on.
- With all due respect, it is also the most poorly maintained road that I have experienced.
  - It is just not possible to maintain it the way that it needs to be with that amount of traffic, since it is graded for paving (does not have a crown), even though I am sure the roads crew does all they possibly can.



# Why is West Denton Road (SW 112<sup>th</sup> to SW 140<sup>th</sup>) Unique and Why Must It be a Priority?

- Increased traffic over last few years when West Denton Road was paved to SW 112<sup>th</sup>.
  - 1 mile west of west edge of Denton
  - Commuters to and from Crete to Lincoln.
- Hazardous conditions after even ½" of rain due to heavy traffic.
- A.D.T. Latest County (186-440)
  - Though county officials say it also exceeds 500 vehicles per day
  - Even with averaging data, West Denton Road exceeds that of Bluff Road (313 vs. 304.5)
- Vehicles stopping on the road to avoid potholes
- Vehicles driving on the wrong side of the road to avoid potholes



# Why is West Denton Road (SW 112<sup>th</sup> to SW 140<sup>th</sup>) Unique and Why Must It be a Priority?

- When it is dry, the dust from the road causes visibility issues and is a hazard due to vehicles on the wrong side of the road dodging potholes.
- These are **not isolated issues**, they are continual following rain events.
- It is only a matter of time before there is a serious accident on this road.
- Bluff road paving need is based on “anticipated” future development (based on 9-18-15 Journal Star Article).
- West Denton safety issue is NOW.



# Even When It Is Dry It Is a Hazard

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- When it is dry, the dust due to the high traffic count causes dust that affects visibility.
- Potholes + up to 500 vehicles per day (or more) = dodging and driving on the other side of the road + poor visibility = Collisions.



# The Hazards of an Unpaved West Denton Road

Sean S. Fintel

Thanks for your time and  
consideration!!

**Deb E. Schorr**

**From:** Jacox, Jerry [Jerry.Jacox@karlstorz.com]  
**Sent:** Monday, October 26, 2015 10:55 AM  
**To:** Deb E. Schorr  
**Subject:** Re: Lancaster County Annual 1&6 Roads Public Hearing

Deb:

I'm sending this because I can not attend the meeting on Thursday evening.

I would like the county board to consider paving Rokeby road between South 14th street and Hiway 77. This road is less than a half mile long. It is used by many people in South Lincoln to access the west bypass to head North or South. It is not graded with any regularity, and it is either extremely dusty or muddy depending on the weather.

You mentioned to me on the phone that a counter would be needed to see how much activity and use this road gets. I feel that the count won't properly reflect the numbers. Many people avoid the road because of rough conditions, or because they don't want to get their car dirty. Please let me know what else I can do to escalate my request and hopefully gain your acceptance. Thank you for providing me with an opportunity to discuss my concerns.

Jerry Jacox

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**From:** Deb E. Schorr [[DSchorr@lancaster.ne.gov](mailto:DSchorr@lancaster.ne.gov)]  
**Sent:** Thursday, October 22, 2015 03:51 PM  
**To:** Jacox, Jerry  
**Subject:** RE: Lancaster County Annual 1&6 Roads Public Hearing

You can just email it to me. Photos of particular concerns are good as well. If its not too long, I'll have it read into the record. No matter how long it is, each Commissioner and the County Engineer will receive a copy and it will be on file with the County Clerk.

Deb

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**From:** Jacox, Jerry [Jerry.Jacox@karlstorz.com]  
**Sent:** Wednesday, October 21, 2015 10:09 PM  
**To:** Deb E. Schorr  
**Subject:** Re: Lancaster County Annual 1&6 Roads Public Hearing

Deb

I can not attend. I would like to submit written request. What can I do? Thank you.

Jerry Jacox  
 Lower Endoscopy Representative  
 Karl Storz Endoscopy  
 402-650-4627  
[Jjacox@KSEA.com](mailto:Jjacox@KSEA.com)

9014 Keystone Drive 68516

On Sep 29, 2015, at 2:02 PM, Deb E. Schorr <[DSchorr@lancaster.ne.gov](mailto:DSchorr@lancaster.ne.gov)> wrote:

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**From:** Deb E. Schorr  
**Sent:** Tuesday, September 29, 2015 2:00 PM  
**To:** '[jblue@cedars-kids.org](mailto:jblue@cedars-kids.org)'; '[jerry.jacox@karlstroz.com](mailto:jerry.jacox@karlstroz.com)'; 'Michael Meyers'; 'Sean Fintel'; '[craig.kreiner@nebraska.gov](mailto:craig.kreiner@nebraska.gov)'; 'todd d'; '[kweber5122@windstream.net](mailto:kweber5122@windstream.net)'; '[dykmann@windstream.net](mailto:dykmann@windstream.net)';