

**MINUTES  
LANCASTER COUNTY BOARD OF COMMISSIONERS  
TUESDAY, NOVEMBER 20, 2012  
COMMISSIONERS HEARING ROOM, ROOM 112  
FIRST FLOOR, COUNTY-CITY BUILDING  
7:00 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 November 16, 2012.*

Commissioners present: Deb Schorr, Chair  
Larry Hudkins, Vice Chair  
Bernie Heier  
Jane Raybould  
Brent Smoyer

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 and the meeting was called to order at 7:00 p.m.

1) **PUBLIC HEARING:**

**A. One and Six-Year Road and Bridge Improvement Program for July 1, 2013, through June 30, 2018.**

Copies of the Lancaster County Road and Bridge Construction Program Fiscal Year 2013 were made available (Exhibit A).

The Chair opened the public hearing.

Don Thomas, County Engineer, welcomed everyone to the Fiscal 2013 One and Six-Year Road and Bridge Improvement public hearing. He highlighted completed improvements for Fiscal Year 2012, offered general comments about the program and gave a summary of the 2013 program (Exhibit B).

Al Benes, 20700 NW 98<sup>th</sup> Street, was administered the oath. He discussed the reduced visibility at the intersection of N. 98<sup>th</sup> Street and Agnew Road. He asked to take the grade off the hill going to the east to increase visibility and make the intersection safer. Thomas noted Agnew Road was in the six-year program so grading could be done at the intersection.

Anne Kubr, 10233 Saltillo Road, was administered the oath. She expressed concern over excess dust created by traffic on Saltillo Road. Hudkins asked about traffic counts and plans for the road. Thomas said the count was over 500, but future work would depend on funds. Schorr questioned 120<sup>th</sup> Street being done before Saltillo Road. Thomas said 120<sup>th</sup> Street had been graded for a long time and had higher counts.

## **PUBLIC HEARING CONTINUED:**

Dan Kubr, 10233 Saltillo Road, was administered the oath. He felt it was a mistake to pave 120<sup>th</sup> Street before Saltillo Road, as it would increase traffic coming from both directions onto Saltillo Road. Raybould questioned using a material that would keep dust to a minimum in problematic areas. Thomas said this might be done if there is no funding for pavement. Heier asked if speed control would help. Kubr said it would be tough for law enforcement to control due to poor visibility.

Bill Ashburn, 4608 Hawthorne Drive, was administered the oath. He discussed work to be done on S. 98<sup>th</sup> Street between O and A Streets and the impact it would have on the golf course at Hillcrest Country Club. Ashburn asked for consideration of the trees and waterways and suggested moving the right-of-way 50-100 feet to prevent significant changes to the golf course.

Lecia Teten, 10750 NW 121<sup>st</sup> Place, was administered the oath. She discussed the increased traffic on W. Bluff Road near Malcolm High School and asked that it be considered for paving or maintenance. She felt a traffic count should be done when school was in session, especially since one had not been done since 2008. Hudkins stated that Malcolm Public School has requested paving on W. Bluff Road to NW 105<sup>th</sup> Street and on into Malcolm. Teten discussed the need for a school bus sign near her home. Thomas said bus stop signs are to be requested through the transportation department at Malcolm School; he agreed to follow up on the issue.

Valerie Popp, 11688 W. Bluff Road, was administered the oath. She expressed concern over the amount of traffic on W. Bluff Road and the safety concerns the excess traffic creates.

Burdette Piening, 11700 West A Street, was administered the oath. He praised the County for using solar powered signs and clearing the ditches well when mowing. Hudkins said mowing a wider area of the ditches improves visibility and provides more room to push snow in the winter.

Jeff Keiser, Director of Camp Sunshine on S. 25<sup>th</sup> Street, was administered the oath. He asked the County to consider improvements on S. 25<sup>th</sup> Street, as there has been more traffic on that road.

Schorr recognized the County Engineer's staff.

Thomas said N. 27<sup>th</sup> Street now has traffic counts high enough to include it in the program. Right-of-way will be bought this year so grading can be done on the 1¼ miles to Waverly Road.

Lecia Teten questioned how the County decided which roads to improve. Schorr said the main factor is money with traffic counts and safety also considered.

The Chair closed the public hearing.

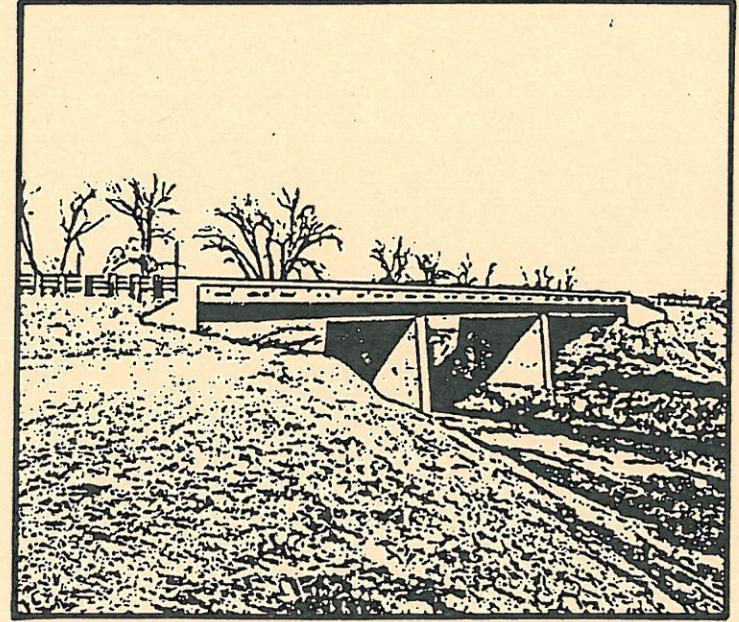
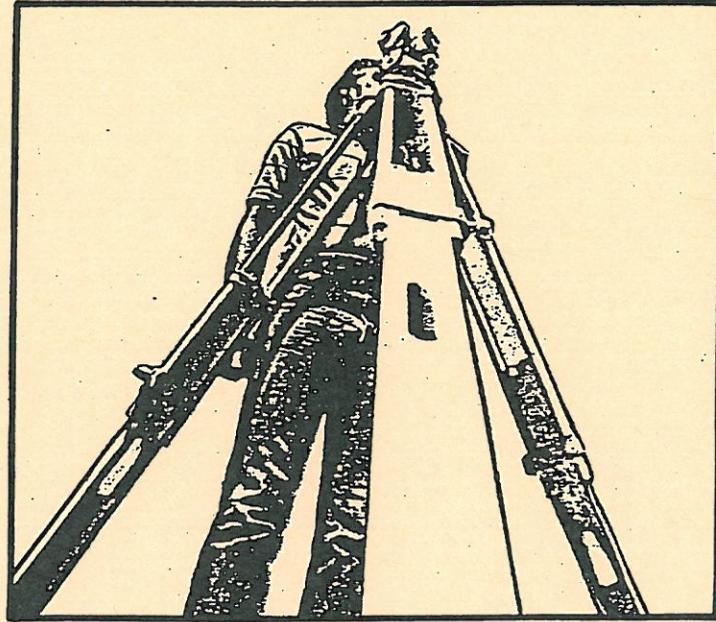
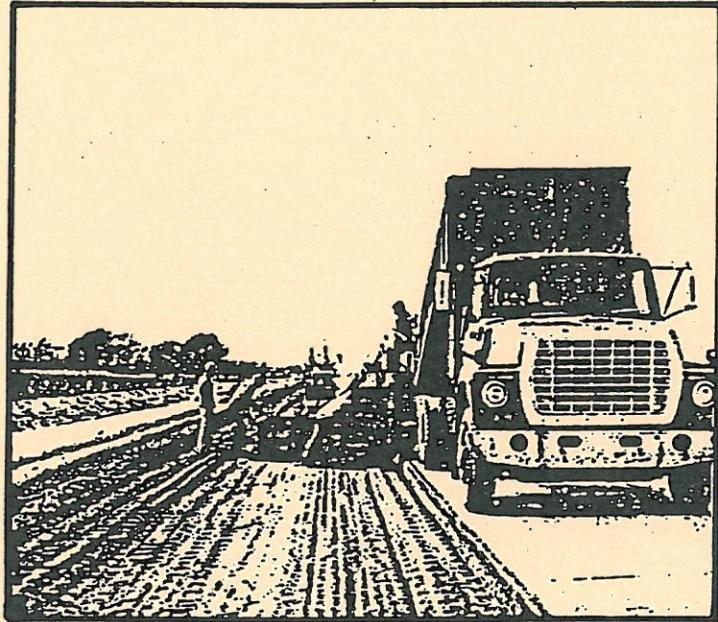
## **2) ADJOURNMENT**

**MOTION:** Smoyer moved and Hudkins seconded to adjourn at 7:56 p.m. Hudkins, Raybould, Heier, Smoyer and Schorr voted aye. Motion carried 5-0.

  
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**Dan Nolte, Lancaster County Clerk**



# LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM FISCAL YEAR 2013



LANCASTER COUNTY ENGINEERING DEPARTMENT

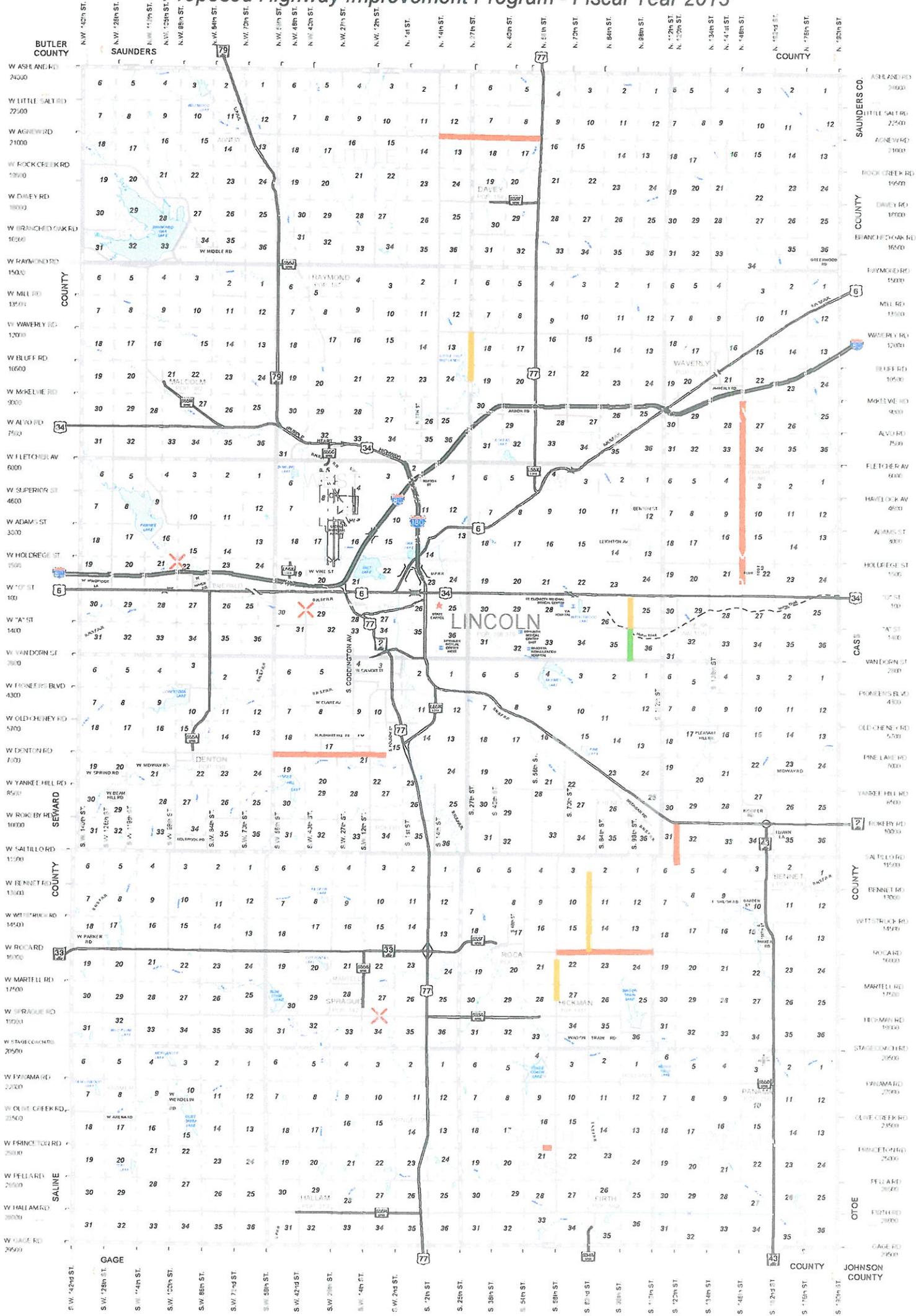
## FISCAL YEARS 2013 AND 2014 - 2018

Normally projects that are programmed for work in Fiscal Year 2013 are also included in Fiscal Years 2014 - 2018 being advanced one step.

Projects that are included in Fiscal Year 2013 program on a "stand-by" basis are repeated in the Fiscal Years 2014 - 2018 program listings at the next advanced step. They are included on the Fiscal Years 2014 - 2018 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 2014 - 2018 listings.

## Proposed Highway Improvement Program - Fiscal Year 2013



SOURCE:

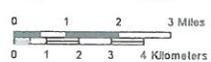
Lancaster County Records, Lancaster County Engineering Department  
1992 Lancaster County Map, Lancaster County Engineering Department  
1997 Lancaster County Map, Lancaster County Engineering Department  
2001 Lancaster County Map, Lancaster County Engineering Department  
City Limits for Lincoln, City 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

**LANCASTER COUNTY ENGINEERING DEPARTMENT**

444 Cherry Creek Road Bldg. C  
Lincoln, Nebraska 68528  
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**PROPOSED IMPROVEMENTS**

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



- INTERSTATE HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY
- PAVED ROAD
- GRAVEL ROAD
- DIRT ROAD
- DAM WITH ROAD ON TOP
- ROAD MAINTAINED BY ADJACENT COUNTY
- RAILROAD
- CEMETERY
- COUNTY BOUNDARY
- TOWNSHIP LINE
- SECTION LINE
- UNINCORPORATED VILLAGE
- INCORPORATED VILLAGE OR CITY
- SUPERVISION
- MAJOR PARKS
- REVER OF CREEK
- LAKE (SHRINK)
- RAILROAD WITH DAM
- WETLANDS









LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2013

ROADS

—Transfer into One Year Plan—

STANDBY PROJECTS

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	A.D.T. LATEST COUNT	TOWNSHIP	LOCATION FROM SECTIONS	LENGTH	TYPE OF IMPROVEMENT	DESIGN STANDARD	ESTIMATED COST
S. 1 <sup>st</sup> Street	C55-O-412(1)	Local	Gravel	215	Yankee Hill	W-2	0.5 Mile	ROW	ROA-1	12,000
N. 112 <sup>th</sup> St.	C55-J-401(1)	Other Arterial	Gravel	246-263	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	392	Stockton Nemaha	W-32 W-5	4.3 Miles	Pavement	ROA-1	580,000
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	322	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	600,000 (L) 600,000 (C)
Firth Road	C55-XY-402(5)	Other Arterial	Pavement	363-907	South Pass Panama	S-25,26 S-27,28,29,30	5.2 Miles	2 <sup>nd</sup> Stage Pavement	N/A	910,000
W. Little Salt Road	C55-#37	Local	Dirt	13	Little Salt	S-2	1.0 Mile	Rock Surfacing	RL-3	8,000
Pine Lake Road	C55-Q-409(1)	Local	Gravel	110-260	Stockton	S-16,17,18	2.5 Miles	Grading & Structures	ROA-1	485,000

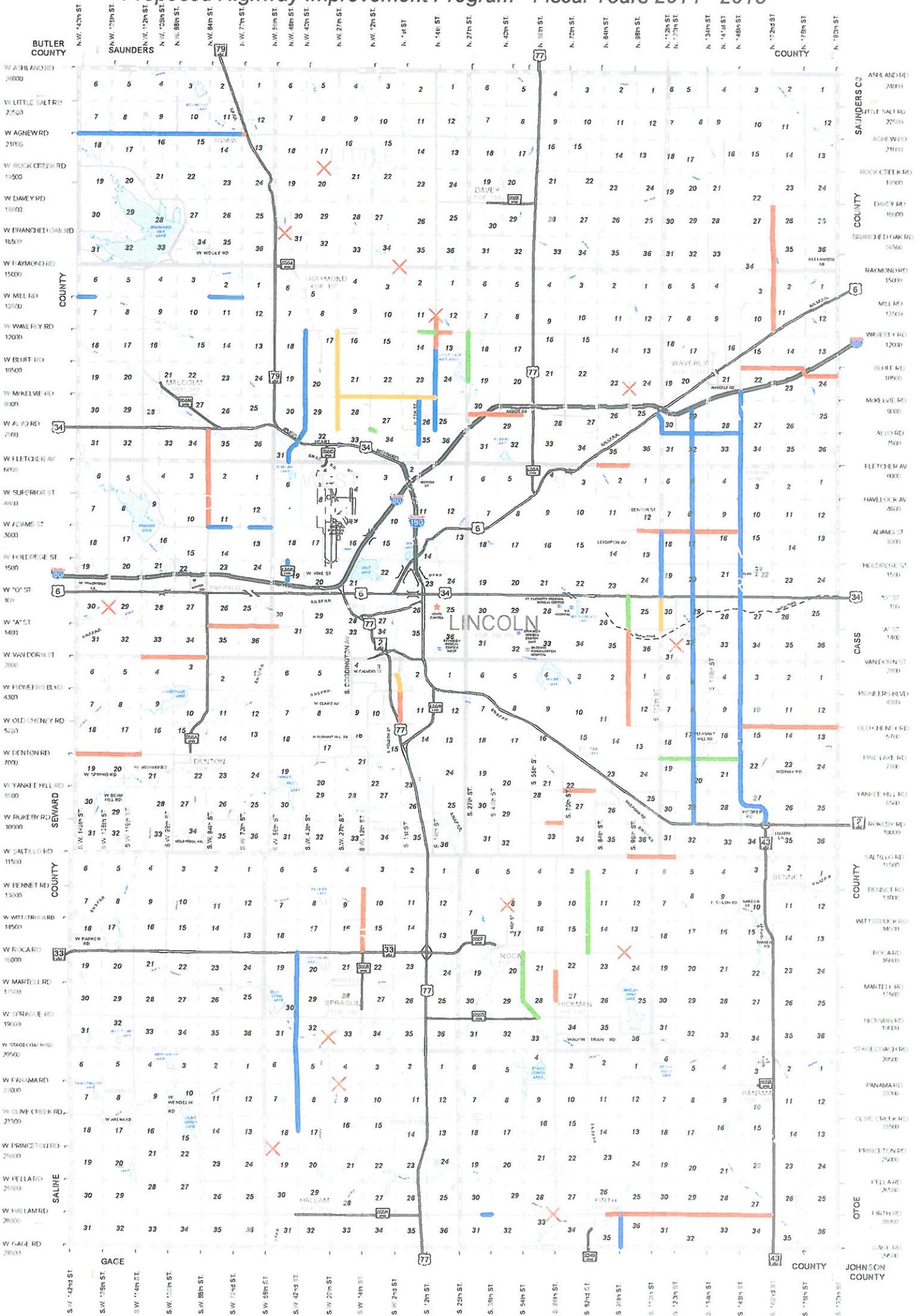








## Proposed Highway Improvement Program - Fiscal Years 2014 - 2018



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  
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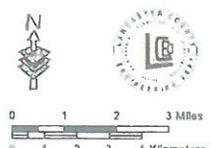
**PROPOSED IMPROVEMENTS**

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

- 6 INTERSTATE HIGHWAY
- 2 U.S. HIGHWAY
- 1 STATE HIGHWAY
- 0 PAVED ROAD
- 0 GRAVEL ROAD
- 0 DIRT ROAD
- 0 DIRM WITH ROAD ON TOP
- 0 BRIDGE MAINTENANCE
- 0 ALLIANCE COUNTY
- 0 RAILROAD
- 0 METEOROLOGICAL
- 0 CEMETERY

- 0 COUNTY BOUNDARY
- 0 TOWNSHIP LINE
- 0 SECTION LINE
- 0 UNINCORPORATED VILLAGE
- 0 INCORPORATED VILLAGE OR CITY
- 0 SUBDIVISION
- 0 MAJOR PARK
- 0 HIGHWAY CREEK
- 0 LAKE OR POND
- 0 RESERVE WITH LEASE
- 0 WETLANDS

**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 YEAR 2014 - 2018

**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	211	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	29-103	Oak	In 26 & 35	1.5 Miles	Engineering	RL-1	20,000
SW 14 <sup>th</sup> Street	RS- 532(14)	Other Arterial	Gravel	306-330	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	232-3,022	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	195-257	North Bluff	W-18,19	1.5 Miles	Grading & Structures	ROA-1	175,000
NW 27 <sup>th</sup> Street	C55-F-415(3)	Collector	Gravel	177-236	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	31-66	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	149-192	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	3,483	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	1,500,000
S. 82 <sup>nd</sup> Street	C55-S-404(4)	Local	Gravel	124-174	Saltillo	W-2,11,14	2.5 Miles	Grading & Structures	ROA-1	300,000
NW 84 <sup>th</sup> Street	C55-EM- 401(1)	Collector	Gravel	225-296	EIk 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 2014 - 2018

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. 96 <sup>th</sup> Street	C55-X-403(2)	Local	Gravel	315-367	South Pass	W-36	1.0 Mile	Engineering	ROA-1	15,000
S. 98 <sup>th</sup> Street	C55-KP-412(1)	Local	Gravel	251	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(3)	Local	Gravel	182	Lancaster	W-36	1.1 Miles	Pavement	RUTS	400,000
S. 98 <sup>th</sup> Street	C55-KP-412(2)	Local	Gravel	303	Grant	W-12	1.0 Mile	Pavement	RUTS	400,000
N. 112 <sup>th</sup> Street	C55-GH-402(1)	Other Arterial	Gravel	121	North Bluff Waverly	In 25 W-30	0.7 Mile	Engineering	ROA-1	10,000
N. 112 <sup>th</sup> Street	C55-J-401(1)	Other Arterial	Gravel	246-263	Stevens Creek	W-18,19	2.0 Miles	Engineering	ROA-1	15,000
S. 112 <sup>th</sup> Street	C55-J-401(1)	Other Arterial	Gravel	246-263	Stevens Creek	S-30	1.0 Mile	ROW	ROA-1	20,000
N. 148 <sup>th</sup> St. & S. 148 <sup>th</sup> St.	C55-HJK-408(1)	Other Arterial	Pavement	2,596- 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
N. 162 <sup>nd</sup> Street	C55-A-401(5)	Local	Gravel	203-260	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	228-258	Waverly	W-2,11	1.7 Miles	Pavement	ROA-1	680,000
West "A" Street	C55-ML- 405(1)	Collector	Gravel	320-598	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	195-450	Lancaster Stevens Creek	S-12 S-7,8,9	3.3 Miles	Pavement	ROA-1	1,320,000

LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEAR 2014 - 2018

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. Adams Street	C55-M-415(2)	Local	Gravel	166-200	Middle Creek	S-11,12	1.6 Miles	Engineering	ROA-1	20,000
W. Agnew Road	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
Alvo Road	C55-H-411(1)	Local	Gravel	119-132	Waverly	S-28,29,30	2.5 Miles	Engineering	ROA-1	25,000
Arbor Road	C55-G-408(1)	Local	Gravel	356-368	North Bluff	In-29, 30	1.75 Miles	Pavement	ROA-1	700,000
Bluff Road	C55-H-402(1)	Other Arterial	Gravel	171-256	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	243-499	Denton	S-17,18	2.0 Miles	Pavement	ROA-1	800,000
Firth Road	C55-X-402(5)	Other Arterial	Pavement	829	South Pass	S-30	0.2 Mile	Engineering	ROA-1	10,000
Fletcher Avenue	C55-H-403(2)	Other Arterial	Gravel	268	North Bluff	S-35	1.0 Mile	Pavement	ROA-1	350,000
McKelvie Road	C55-F-405(1)	Local	Gravel	106-124	Oak	S-21,22,23	3.0 Miles	ROW	ROA-1	90,000
W. Mill Road	C55-E-401(1)	Other Arterial	Gravel	115	Elk	S-6	0.5 Mile	Engineering	ROA-2	10,000
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
Rokeby Road	C55-P-427(1)	Local	Gravel	181	Grant	S-28	0.7 Mile	Pavement	ROA-1	290,000
Saltillo Road	C55-PQ-406(1)	Other Arterial	Gravel	287-381	Stockton Grant	S-31 S-36	1.6 Miles	Pavement	ROA-1	670,000



LANCASTER COUNTY  
ROAD AND BRIDGE CONSTRUCTION PROGRAM  
FISCAL YEARS 2014 - 2018

\*Transferred to Standby Status

**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 Road	C55-C-91	Other Arterial	Asphalt	1,394	Little Salt	S-34	C-91	32'	140' C.C.S.	HL-93	1,260,000
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	C55-F-88	Other Arterial	Asphalt	3,022	Oak	W-12	F-88	40'	125' C.C.S.	HL-93	1,043,900
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
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	C55-S-179	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	840,000

ALL BRIDGES ARE DESIGNED WITH REGARD TO ENVIRONMENTAL COMPATIBILITY

**LANCASTER COUNTY  
ONE & SIX YEAR ROAD HEARING  
FISCAL 2013**

I WOULD LIKE TO WELCOME ALL OF YOU TO THE FISCAL 2013 ONE AND SIX YEAR ROAD AND BRIDGE IMPROVEMENT HEARING.

THIS TIME OF THE YEAR REPRESENTS THE CONCLUSION OF MOST OF THE YEAR 2012 CONSTRUCTION WORK THAT WAS PRESENTED AT LAST YEARS ROAD HEARING. THE FOLLOWING ITEMS ARE A SUMMARY OF THOSE PLANNED IMPROVEMENTS THAT WERE COMPLETED:

- PAVEMENT OVERLAYS WERE PERFORMED ON ABOUT 13 MILES OF EXISTING PAVED ROADS.
  
- THE GRADING PROGRAM SAW ONLY THE COMPLETION OF 1.0 MILE OF DIRT ROAD ON HAVELOCK AVENUE BETWEEN 162nd AND 176th AND A VERY SHORT SEGMENT OF THE PRINCETON ROAD THAT WILL PROVIDE THE PLATFORM FOR NEW PAVING TO SERVE THE NEW GRADE SCHOOL AT NORRIS.

THE 2012 ROAD AND BRIDGE IMPROVEMENT PROGRAM HAD A TOTAL CONSTRUCTION COST NEAR \$ 2.7 MILLION DOLLARS WITH NO OUTSIDE FUNDING SOURCES AVAILABLE TO HELP SUPPORT THE PROGRAM. THE LACK OF OUTSIDE FUNDING SOURCES WAS, AT LEAST IN PART, DUE TO A DEPARTMENT OF ROADS STAFF REORGANIZATION, THAT CAUSED DELAYS IN FEDERAL REGULATION APPROVALS AND ADVANCEMENT OF PROJECTS TO LETTINGS.

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

I HAVE, AT PREVIOUS ROAD HEARINGS, COMMENTED ON OUR DIFFICULTY IN ADDRESSING SOME NEEDED ROAD IMPROVEMENTS -- MAINLY IN THE AREA OF NEW PAVEMENT. WHILE WE ARE OPTIMISTIC THAT WE WILL GET A MILE OF NEW PAVEMENT THIS COMING YEAR. THIS PACE OF ADDING NEW MILES OF PAVING REMAINS A CONCERN AS WE ARE FALLING BEHIND IN ADDRESSING ELIGIBLE PAVEMENT MILEAGE .

ANOTHER MAJOR INFLUENCE ON OUR ABILITY TO ADDRESS NEEDED ROAD IMPROVEMENTS IS HOW THE ROAD PROGRAM ITSELF HAS EXPANDED OVER THE PAST 20-30 YEARS AND THE DIFFICULTY THAT FUNDING HAS HAD IN KEEPING UP WITH THIS EXPANSION. DURING THE MAJORITY OF THE 1980'S THE COUNTY ROAD PROGRAM CONSISTED MAINLY OF RE-GRADING OLDER ROADS AND REPLACING DEFICIENT BRIDGES. TOWARDS THE END OF THE 80'S WE BEGAN COLLECTING TRAFFIC COUNTS ON ALL COUNTY ROAD SEGMENTS. THIS ANNUAL COLLECTION OF TRAFFIC COUNTS BECAME AN INVALUABLE TOOL FOR ASSOCIATING TRAFFIC VOLUMES WITH THE TYPE OF ROAD OR BRIDGE IMPROVEMENTS NEEDED AND THEN TO ESTABLISH A PRIORITY ORDER FOR COMPLETION OF THOSE IMPROVEMENTS.

THEN, IN THE MID 90's, AS A RESULT OF CONTINUED GROWTH AND WITH THE AID OF MORE CURRENT TRAFFIC COUNTS, WE ADDED NEW PAVEMENT AS THE THIRD CATEGORY TO THE ROAD PROGRAM. TRAFFIC COUNTS ALSO REVEALED THAT SOME OF OUR OLDER EXISTING 2-LANE PAVED ROADS WERE NOT ADEQUATE TO SUPPORT THE VOLUME OF TRAFFIC THEY WERE EXPERIENCING.

THE RECONSTRUCTION OF SOME OF THESE OVERLOADED EXISTING 2-LANE PAVED ROADS BECAME THE FOURTH CATEGORY. WE HAVE WIDENED S-56th BETWEEN SALTILLO AND PINE LAKE ROAD, S-68th BETWEEN THE ROCA ROAD AND SALTILLO ROAD. WE ALSO PROPOSE THE WIDENING OF THE DENTON ROAD FROM SW-12th TO SW-56th STREET IN 2013 WITH FEDERAL AID. THIS CATEGORY WOULD ALSO INCLUDE THOSE TWO LANE PAVED ROADS THAT HAD TO BE UP-GRADED TO FOUR-LANES BECAUSE OF HIGH TRAFFIC VOLUMES — SUCH AS THE FOUR-LANING OF N-84TH STREET THAT WE IMPROVED SEVERAL YEARS AGO. 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.

IN ADDITION, WHILE SIGN INSTALLATION AND PAVEMENT MARKING HAVE FOR MANY YEARS, BEEN A PART OF OUR COUNTY ROAD ACTIVITIES — TECHNOLOGY HAS GREATLY IMPROVED THE REFLECTIVE CHARACTERISTICS OF SIGN FACES AND PAINT BEADS. THESE IMPROVEMENTS IN REFLECTIVITY HAS TAKEN ON A NEW IMPORTANCE WITH THE INCREASED NUMBER OF "AGED DRIVERS" AND NEW REGULATIONS FOR SIGNS AND PAVEMENT MARKING ARE PLACING GREATER EMPHASIS ON REFLECTIVITY. 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 REFLECTIVITY AND VISIBILITY.

MY INTENT IN PROVIDING THIS OVERVIEW OF THE GROWTH AND EXPANSION OF THE ROAD PROGRAM, SINCE THE 1980's, IS FOR YOU TO GAIN

SOME INSIGHT AND UNDERSTANDING THAT THERE ARE A SIGNIFICANT NUMBER OF PROGRAMS THAT ARE COMPETING FOR A LIMITED AMOUNT OF RESOURCES.

IN ADDITION TO THE LOCAL FUNDING IMPACTS ON OUR ANNUAL ROAD PROGRAM, THERE IS THE ADDITIONAL IMPACT ON THOSE ROAD PROJECTS TO BE FUNDED WITH FEDERAL AID. THE REDUCTION IN GAS TAX REVENUE SEEN ON THE STATE LEVEL IS ALSO EVIDENT ON THE FEDERAL LEVEL AND THIS REDUCTION HAS A DIRECT IMPACT ON THE RECONSTRUCTION OF EXISTING PAVED ROADS. THIS RECONSTRUCTION WORK IS WHERE WE PRESENTLY DEDICATE OUR FEDERAL ROAD FUNDING. WE ARE HOPEFULL THAT, IF THINGS PROGRESS AS PLANNED WE WILL BE ABLE TO CONCLUDE THE FEDERAL AID WIDENING OF THE DENTON ROAD AND THREE FEDERAL BRIDGE REPLACEMENTS THAT HAVE BEEN SCHEDULED FOR OVER A YEAR AND A HALF. THESE PROJECTS WOULD BE THE LAST FEDERAL AID UNDER THE OLD DISTRIBUTION METHODS. THE NEW DISTRIBUTION WILL BE DONE BY SELLING OUR SHARES OF BRIDGE AND ROAD FUNDING TO THE STATE DEPARTMENT OF ROADS AT 80 CENTS ON THE DOLLAR. THIS WOULD RELIEVE US OF SOME OF THE STRINGS THAT WERE ATTACHED TO THE OLD SYSTEM, BECAUSE WE WILL BE SPENDING STATE AND NOT FEDERAL DOLLARS.

THE NEW PAVING PROGRAM HAS BEEN IN DECLINE IN THE PAST FEW YEARS IN TERMS OF ANNUALLY ADDING NEW MILEAGE . THE PAVING PROGRAM REMAINS A CRITICAL PART OF THE OVERALL ROAD PROGRAM AS VOLUMES INCREASE AND SAFETY BECOMES A LARGER CONSIDERATION. WE INTEND , IN FISCAL 2013, TO ADD A MILE OF NEW PAVING, ON S-120TH SOUTH OF HIGHWAY #2.

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 RED OR YELLOW 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. THERE IS THE ADDITIONAL BENEFIT OF BEING ABLE TO INSTALL THESE BEACONS WITH OUR EMPLOYEES, SAVING THE COST OF AN ELECTRICIAN.

THE GRADING PROGRAM, WHICH IS THE REBUILDING OF THE EXISTING OLDER GRAVEL OR DIRT ROADS, REMAINS AS THE MOST BASIC PART OF THE ROAD PROGRAM. REBUILDING THOSE BUSIER ROADS PROVIDES A SAFER DRIVING ENVIRONMENT AND ALSO PROVIDES A PLATFORM FOR POTENTIAL FUTURE PAVING SHOULD TRAFFIC COUNTS REACH PAVING LEVELS.

THIS CONCLUDES MY PRELIMINARY REMARKS AND ——

**I WOULD NOW LIKE TO PRESENT  
THE FISCAL 2013 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 2013 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 2012 (PAGE --- THERE WERE NO BRIDGE REPLACEMENTS IN 2012 DUE TO DELAYS I REFERRED TO EARLIER) AND THE PROPOSED BRIDGE WORK FOR FISCAL 2013 (PAGE # 7 & 8 ). PAGE # 9 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 2013 INCLUDES THE FOLLOWING PROJECTS:

- THE FEDERAL AID REPLACEMENT OF A DEFICIENT BRIDGE ON NW-98th STREET JUST SOUTH OF HOLDREGE STREET.
- THE FEDERAL AID REPLACEMENT OF A DEFICIENT BRIDGE ON SW-40TH STREET ABOUT 1/2 MILE SOUTH OF WEST 'O' STREET. THIS BRIDGE IS OVER MIDDLE CREEK AND IS A PART OF THE CONSTRUCTION OF A NEW VIADUCT OVER BNSF TRACKS.

**----- THE FEDERAL AID REPLACEMENT OF A DEFICIENT BRIDGE ON THE SPRAGUE ROAD ABOUT 1/2 MILE EAST OF SPRAGUE.**

THE BREAKDOWN OF THE CONSTRUCTION COSTS FOR THE BRIDGE PROGRAM IS INDICATED IN THE UPPER LEFT CORNER ON PAGE # 8. THE BRIDGE REPLACEMENT COSTS FOR 2013 TOTAL ABOUT \$ 2.7 MILLION DOLLARS WITH \$ 2.3 MILLION DOLLARS COMING FROM FEDERAL AND STATE DOLLARS.

I WOULD NOW REFER YOU TO THE BLUE SECTION OF YOUR HANDOUT WHICH COVERS ROAD PROJECTS THAT ARE PROPOSED FOR FISCAL 2013. THESE SHEETS INCLUDE BOTH THE WORK COMPLETED IN FISCAL 2012 (PAGE #1 ) AND THE PROPOSED FISCAL 2013 WORK (PAGES # 2 THRU # 4 ). PAGES # 5 AND # 6 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 IN THE LEGEND IS RESERVED FOR ENGINEERING, WHICH WOULD INCLUDE SURVEY AND DESIGN PLANS FOR FUTURE GRADING IMPROVEMENTS, STUDIES AND EAST BELTWAY WORK.

**----- THERE IS NO NEW ENGINEERING PROJECTS PROPOSED FOR FISCAL 2013 AS WE ARE GETTING SLIGHTLY BACKED UP ON PROJECTS THAT ARE READY TO BE BUILT BUT HAVE BEEN DELAYED FOR LACK OF FUNDING.**

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

- S-98TH STREET BETWEEN 'A' STREET AND 'O' STREET. THIS ACQUISITION IS A JOINT COST SHARING PROJECT WITH THE CITY OF LINCOLN AND REPRESENTS THE LAST AND FINAL PIECE OF RIGHT OF WAY FOR S-98th STREET BETWEEN EAST 'O' AND OLD CHENEY ROAD.
  
- 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.
  
- COMPLETION OF THE ACQUISITION ON PINE LAKE ROAD FROM S - 112TH STREET TO S-148TH STREET FOR FUTURE GRADING IMPROVEMENTS.
  
- COMPLETION OF THE ACQUISITION ON THE TWO MILES OF S-54th STREET BETWEEN THE ROCA ROAD AND THE HICKMAN ROAD.
  
- S-82nd STREET BETWEEN THE ROCA ROAD AND SALTILLO ROAD. THIS WOULD BE THE LAST PIECE OF S-82nd THAT WE BEGAN GRADING AND PAVING ON A FEW YEARS BACK BETWEEN THE PANAMA ROAD AND SALTILLO ROAD.

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

----- THE ONLY GRADING WORK PROPOSED IS 1.0 MILE OF S-98th STREET BETWEEN 'A' STREET AND VAN DORN.

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

**OVERLAYS**

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- 3.00 MILES ON THE ROCA ROAD BETWEEN S-68th STREET AND S-110th STREET.
- 3.00 MILES ON THE AGNEW ROAD BETWEEN N-14th STREET AND HIGHWAY #77.
- 5.70 MILES ON N-148th STREET BETWEEN EAST "O" STREET AND McKELVIE ROAD.

**NEW PAVEMENT**

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----- THE RECONSTRUCTION OF THREE MILES OF THE DENTON ROAD PAVEMENT BETWEEN SW-12th AND SW - 56th STREET USING FEDERAL FUNDS. THIS PROJECT WHEN COMPLETED WILL INCLUDE A WIDER PAVED SURFACE WITH PAVED SHOULDERS AND TURN LANES AT MAJOR INTERSECTIONS. WHILE THIS PROJECT DOES NOT ADD TO THE TOTAL PAVED ROAD MILEAGE WITHIN THE COUNTY IT IS IMPORTANT TO RECONSTRUCT THIS ROAD TO MORE APPROPRIATE HIGHER STANDARDS FOR THE TRAFFIC COUNTS THAT WILL BE ANTICIPATED.

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- **IN ADDITION TO THIS RECONSTRUCTION WORK ON THE DENTON ROAD WE ARE PROPOSING TO ADD PAVED SHOULDERS TO THE 1/2 MILE BETWEEN FOLSOM STREET AND SW-12th STREET.**
  
  - **1.3 MILES OF NEW PAVEMENT ON S-120th STREET GOING SOUTH FROM HIGHWAY #2.**

**THE BREAKDOWN OF THE CONSTRUCTION COSTS FOR THE FISCAL 2013 ROAD PROGRAM IS ABOUT \$ 7.9 MILLION DOLLARS WORTH OF WORK WITH ABOUT \$ 3.2 MILLION DOLLARS COMING FROM OUTSIDE SOURCES.**

**THIS HIGHLIGHTS THE ROAD AND BRIDGE  
PROJECTS FOR FISCAL 2013**

**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!!!!!!**