

**MINUTES
LANCASTER COUNTY BOARD OF COMMISSIONERS
COMMISSIONERS HEARING ROOM
FIRST FLOOR, COUNTY-CITY BUILDING
WEDNESDAY, NOVEMBER 5, 1997
7:30 P.M.**

Commissioners Present: Linda Steinman, Chair
Kathy Campbell
Steve Svoboda
Darlene Tussing

Commissioners Absent: Larry Hudkins

Others Present: Don Thomas, County Engineer
Susan Starcher, County Clerk's Office

The Lancaster County Board of Commissioners convened and was called to order on Wednesday, November 5, 1997 at 7:30 p.m. in the County Commissioners Hearing Room to hold a public hearing on the One and Six-Year Road and Bridge Improvement Program.

The Chair opened the public hearing and introduced the County Board, noting that Larry Hudkins was absent due to the hospitalization of his father. Steinman then recognized the County Engineer, Don Thomas.

Thomas welcomed everyone to the Fiscal 1998 One and Six-Year Road and Bridge Improvement public hearing. He highlighted the following completed improvements for Fiscal Year 1997:

- Installed new culverts and graded 3.3 miles of existing roads
- Added new pavement of 11.2 miles of county roads
- Overlayed 6 miles of existing pavement with asphalt surfacing
- Rebuilt the intersection of Coddington and West Van Dorn with left turn lanes in all four quadrants
- Replaced three existing bridges with concrete box culverts
- Replaced four existing bridges on South 14th Street near Rokeby Road and built a new pedestrian bridge across Salt Creek

Thomas added that during the past year several road improvements have been negotiated with the Game and Parks Commission and the State Department of Roads and informed the Board that three miles of Northwest 126th Street between Adams Street and State Highway 34 will be paved in the fall of 1998. Fifty percent of that cost will be shared by the State.

Also discussed during negotiations with the Game and Parks Commission and the State Department of Roads were:

- Road improvements on Fletcher Avenue between Northwest 112th Street and Northwest 126th Street and Adams Street from Northwest 126th Street east to the Pawnee Lake entrance. The State will add both roads to the State Recreation Road System and provide 50 percent of the cost to grade them in the year 2000 with paving to be in 2001.
- Improvements on the Branched Oak Recreation Road System. These will include rebuilding of the curve at Northwest 98th Street and the Raymond Road intersection; provision of turn lanes for a new campground being developed near Northwest 112th Street and Raymond Road and six mile overlay of the recreation road. The work is proposed to be done in Fiscal 1999 under the State Recreation Road System Guidelines which provides for 90 percent state and ten percent local matching funds.

Thomas discussed national legislation which provides road funding to states, cities and counties and the most recent highway act, called "ISTEA". He explained that it is possible that any proposed new highway legislation will be held hostage to congressional negotiating and any new highway legislation may not be approved before they adjourn for the year, which could have a serious effect on the proposed improvements to the North 84th Street project.

PRESENTATION OF THE FISCAL 1998 PROGRAM

Thomas limited his remarks to improvements proposed in the One-Year Program only.

He explained the Six-Year Program, with the exception of emergency projects, is the beginning of all projects and because of a longer process road grading projects proceed through three stages:

- Engineering
- Right-of-way acquisition
- Construction

Bridge projects, he stated, are able to move more quickly and there is generally no staging process. Thomas stated once a road or bridge project moves from the Six-Year into the One-Year Program, it will remain a part of all future One-Year Programs until it's completed or the status of the project changes. The last step in road improvement projects is pavement. Once the actual road grading is completed on projects that had substantial traffic counts, he said, the next step would be to place the project in the Six-Year Program for paving.

Thomas explained the bridge program includes the following:

- Replacement of a bridge with a concrete box culvert and the abandonment of another bridge, in cooperation with the Nemaha Natural Resources District Dam Project, near Bennet.
- Replacement of a bridge to the west of Agnew and a major ditch cleaning in association with the bridge replacement.
- Replacement of two bridges north of Waverly on North 141st Street. The smaller bridge is to be replaced, using local funds, with a concrete box culvert. The second bridge is a crossing of Salt Creek with a new 298 foot structure that will be done with Federal Aid.

- Proposal to remove and abandon the old Rock Island overpass at North 112th Street and Havelock Avenue

Thomas addressed the proposed road work by color coding (Exhibit A).

The blue color indicates three engineering projects:

- Survey and design plans for the rebuilding of that portion of South 68th Street near the Princeton Road intersection to provide turning improvements for Norris School.
- Survey and design plans for the grading and paving of Adams Street and Fletcher Avenue near Pawnee Lake as a part of a State Recreation Road agreement.
- Phase 1--Survey and design plans for future grading of Fletcher Avenue going east from North 84th Street. Phase 1 goes out to approximately North 120th Street

The gold color indicates six right-of-way acquisition projects:

- The intersection of South 68th Street and the Panama Road
- North 1st Street from Fletcher Avenue to McKelvie Road
- The intersection of Northwest 112th Street and Malcolm Road to reduce the sharp curve
- The intersection of Northwest 98th Street and Raymond Road to reduce the sharp curve
- A one mile portion of Davey Road in the vicinity of Northwest 27th Street which is presently dirt
- One-half mile of South 1st Street between Calvert and Pioneers Boulevard

The green color indicates five new culvert and grading projects:

- A portion of both Northwest 12th Street and Alvo Road
- A portion of roadway along South 141st Street and Wittstruck Road
- The intersection of North 112th Street and Havelock Avenue
- One-half mile of Agnew Road, going west from Northwest 70th Street
- 2.8 miles of Arbor Road between North 27th Street and North 70th Street

The solid red color indicates new pavement and overlays of existing pavement:

OVERLAYS

- Hallam Road between Southwest 100th Street and the Village of Hallam
- One mile of Southwest 42nd Street going south from Hallam Road to the south county line
- Two miles of Southwest 12th Street between Rokeby and Denton Road
- 2.8 miles of South 14th Street between the city limits and Saltillo Road
- Two miles of Northwest 126th Street between State Highway 6 and Adams Street

NEW PAVEMENT

- 2.7 miles of South 84th Street between State Highway 2 and Saltillo Road
- One mile of Saltillo Road between South 70th Street and South 84th Street
- The four-laning of the last piece of North 84th Street between Adams and State Hwy 6

- 1.6 miles of Yankee Hill Road going east from State Hwy 2 to approximately S 120th St
- 2.5 miles of South 27th Street between the city limits and Saltillo Road
- Three miles of Northwest 126th Street between Adams Street and State Highway 34

Thomas stated they were now ready for public testimony.

Sandy Smith, Transportation Director for the Waverly School District, appeared and addressed the following:

- Traffic lights at the 84th and Holdrege Street intersection
- Requested the County Engineer to continue taking traffic counts on North 162nd Street as well as the three miles of Bluff Road east of Waverly

Campbell asked Thomas if Bluff Road is in the One and Six-Year.

Thomas stated he thought it was in the engineering in the Six-Year Program. He stated they would get current counts on Bluff Road.

Ted Doane, 17705 Bluff Road, appeared and explained he was speaking on behalf of Wayne Trout, Fernando Ortiz, Norman Swanson, Waverly High School and the Waverly Postal Service. He also distributed documentation addressing their concerns about Bluff Road (Exhibit B). Those concerns are increase of traffic due to the Camp Creek Thrashers organization, the significant number of semi-trailer trucks, increase in dust and large cost to maintain the road. Doane noted there is an attachment from the Postal Service on the documentation given to the Chair.

The Chair read the attachment from the Waverly Postal Service into the record (also contained in Exhibit B).

Chris Reed, 3740 West High Ridge Road, appeared and expressed his concerns regarding Southwest 40th Street. He said there has been increased traffic and the road washes away with any type of precipitation.

Thomas said it is on their list for surveying and noted Mr. Reed was talking about Southwest 40th Street between A Street and Van Dorn.

Campbell asked about the traffic count on Southwest 40th Street before it was designated a detour.

Thomas said it is approximately 250 per day.

Alan Cox, 3900 Southwest 40th Street, appeared and requested that a new traffic count be taken and said that dust is an issue. He also noted that moisture is a problem, making the road almost impassable at times.

Art Althouse, Route 1, Waverly, appeared and said he feels some of the signage, such as wildlife protection signs and signs recognizing service clubs for cleaning the roadsides, are a safety issue. He also suggested the quarter-mile of road to the parking lot to the new Waverly school should be hard surfaced.

Steve Champoux, 3801 West High Ridge Road, appeared and stated most of his concerns regarding Southwest 40th Street had been expressed by previous speakers. He did reiterate the concern regarding precipitation making the road impassable.

Greg Colombe, 3750 West Springview Road, appeared and said there is a high density subdivision being developed on West A. He expressed his concern regarding increased traffic on Southwest 40th Street as a way to get to Pioneers Park.

Steve Oborny, 1500 Southwest 40th Street, appeared and expressed his concern regarding increased traffic, including trucks, on West A Street.

Campbell inquired about the traffic counts on West A Street.

Thomas said the last counts taken in 1995 or 1996 were approximately 200 per day.

The Chair asked if anyone else wished to testify.

No one appeared and the hearing was closed.

Kandra Hahn
Lancaster County Clerk