

**MINUTES
LANCASTER COUNTY BOARD OF COMMISSIONERS
TUESDAY, NOVEMBER 29, 2011
COMMISSIONERS HEARING ROOM, ROOM 112
FIRST FLOOR, COUNTY-CITY BUILDING
5:00 P.M.**

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

Others Present: Don Thomas, County Engineer
Kerry Eagan, Chief Administrative Officer
Gwen Thorpe, Deputy Chief Administrative Officer
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 5:00 p.m.

1) **PUBLIC HEARING:**

A. One and Six-Year Road and Bridge Improvement Program for July 1, 2012, through June 30, 2017.

Copies of the Lancaster County Road and Bridge Construction Program Fiscal Year 2012 were made available (Exhibit A).

The Chair opened the public hearing.

Don Thomas, County Engineer, welcomed everyone to the Fiscal 2012 One and Six-Year Road and Bridge Improvement public hearing. He highlighted completed improvements for Fiscal Year 2011, offered some general comments about the road program and gave a summary of the 2012 program (Exhibit B).

Those wishing to testify stood and were administered the oath.

Silas Clarke, Hickman City Administrator, expressed his appreciation to the Board for the projects around Hickman.

Dave Dykmann, Hickman City Councilman, thanked the County for the viaduct work in Hickman. He discussed some of the projects for the area.

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

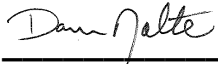
Smoyer thanked Don Thomas and his staff for their work with a constituent regarding right-of-way on 98th Street.

Hudkins commended the Engineering department for their great work on the County roads.

Seeing there being no further business, the Chair closed the public hearing.

2) **ADJOURNMENT**

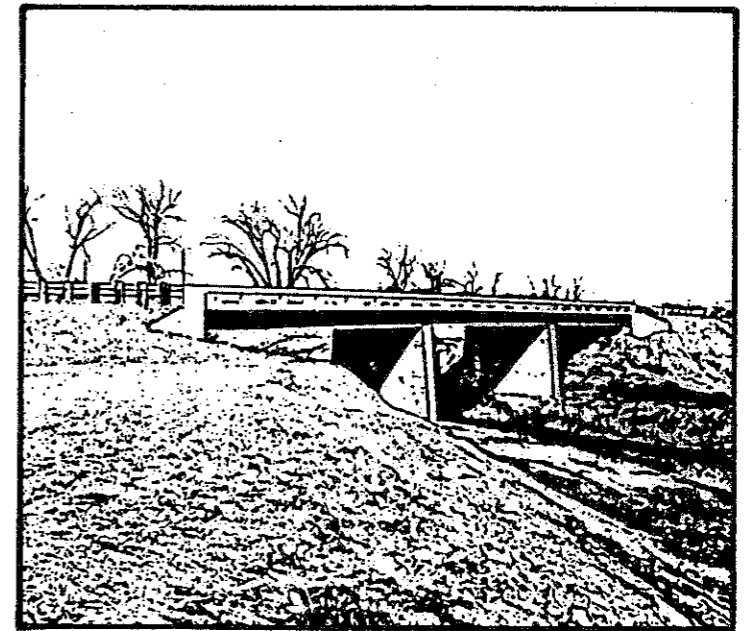
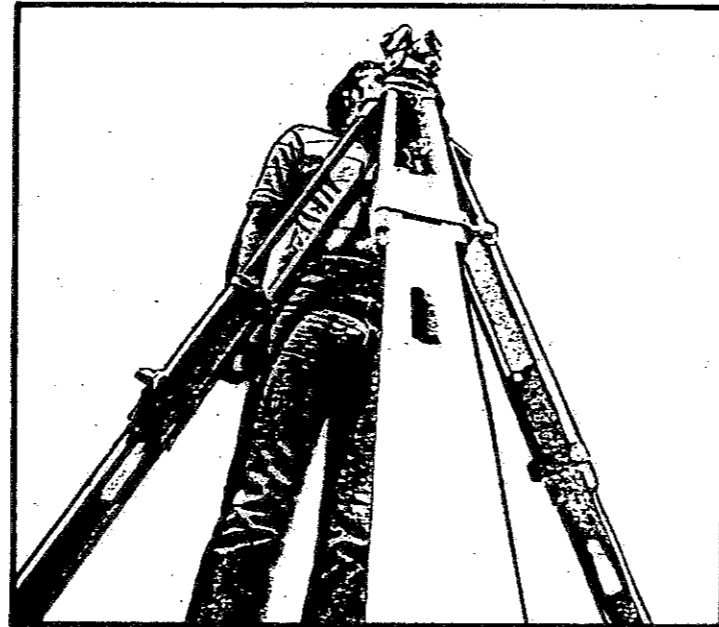
MOTION: Heier moved and Smoyer seconded to adjourn at 5:23 p.m. Raybould, Heier, Smoyer, Hudkins and Schorr voted aye. Motion carried 5-0.



Dan Nolte
Lancaster County Clerk



LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM FISCAL YEAR 2012



LANCASTER COUNTY ENGINEERING DEPARTMENT

FISCAL YEARS 2012 AND 2013 - 2017

Normally projects that are programmed for work in Fiscal Year 2012 are also included in Fiscal Years 2013 - 2017 being advanced one step.

Projects that are included in Fiscal Year 2012 program on a "stand-by" basis are repeated in the Fiscal Years 2013 - 2017 program listings at the next advanced step. They are included on the Fiscal Years 2013 - 2017 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 2013 - 2017 listings.

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL 2012

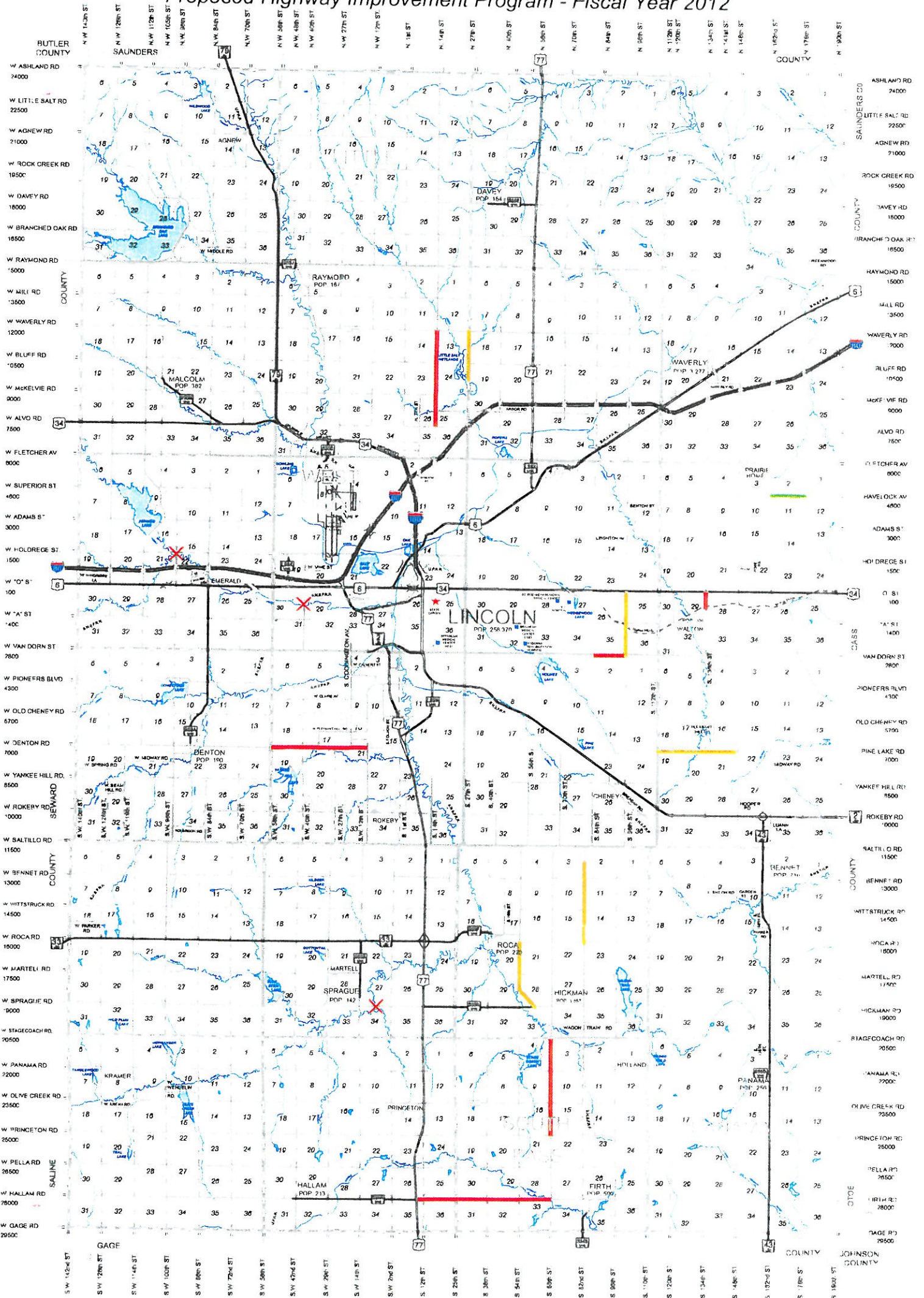
C = County - \$2,732,660

ROADS

PROJECTS COMPLETED IN FISCAL 2011

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	TOWNSHIP	LOCATION FROM SECTIONS	LENGTH	TYPE OF IMPROVEMENT	ACTUAL COST	SCHEDULED FOR IMPROVEMENT
S. 1 st Street	C55-O-408(4)	Local	Gravel	Yankee Hill	W-11	1.0 Mile	ROW, Grading & Structures	182,525	2011
N. 14 th Street	C55-F-417(5)	Other Arterial	Pavement	Oak	W-1,12	2.0 Miles	2 nd Stage Pavement	266,565	2011
N. 27 th Street	C55-G-407(2)	Local	Gravel	North Bluff	W-18,19	1.5 Miles	Engineering	By County	2011
SW 40 th Street	C55-L-403(1)	Local	Pavement	West Lincoln-Garfield	W-32	1.0 Mile	2 nd Stage Pavement	153,097	2011
NW 70 th Street	C55-M-407(1)	Local	Dirt	Middle Creek	W-12	0.5 Mile	ROW	62,222	2005
NW 70 th Street	C55-M-407(1)	Local	Dirt	Middle Creek	W-12	0.5 Mile	Grading & Structures	190,275	2011
S. 98 th Street	C55-KP-412(1)	Local	Gravel	Grant	W-1	0.7 Mile	Grading & Structures	292,558	2010
SW 98 th Street & SW 100 th Street	C55-NU-403(4)	Other Arterial	Pavement	Denton Highland	W-22,27,34 W-3,10,15	5.75 Miles	2 nd Stage Pavement	825,576	2011
N. 141 st Street	C55-H-406(2)	Other Arterial	Pavement	Waverly	In 4, 9, 16	2.6 Miles	2 nd Stage Pavement	326,951	2011
Denton Road	C55-O-404(1)	Local	Pavement	Yankee Hill	S-15	0.5 Mile	2 nd Stage Pavement	82,329	2011
W. Gage Road	C55-#152	Local	Dirt	Buda	S-31	0.4 Mile	Rock Surfacing	By County	Standby
Rokeby Road	C55-P-427(1)	Local	Gravel	Grant	S-28	0.3 Mile	Pavement	125,898	Standby
Saltillo Road	C55-PQ-406(1)	Other Arterial	Gravel	Stockton Grant	S-31 S-36	1.6 Miles	Grading & Structures	188,769	2011
Third Street (Denton)	C55-N-403(2)	Local	Pavement	Denton	In 22	0.25 Mile	2 nd Stage Pavement	35,895	2011

Proposed Highway Improvement Program - Fiscal Year 2012



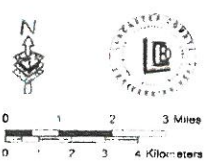
Lancaster County Records, Lancaster County Engineering Department
 1992 Lancaster County Map, Lancaster County Engineering Department
 1997 Lancaster County Map, Lancaster County Engineering Department
 2001 Lancaster County Map, Lancaster County Engineering Department
 City Limits for Lincoln, City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

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PROPOSED IMPROVEMENTS

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



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 Revised Date: August 2011

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2012

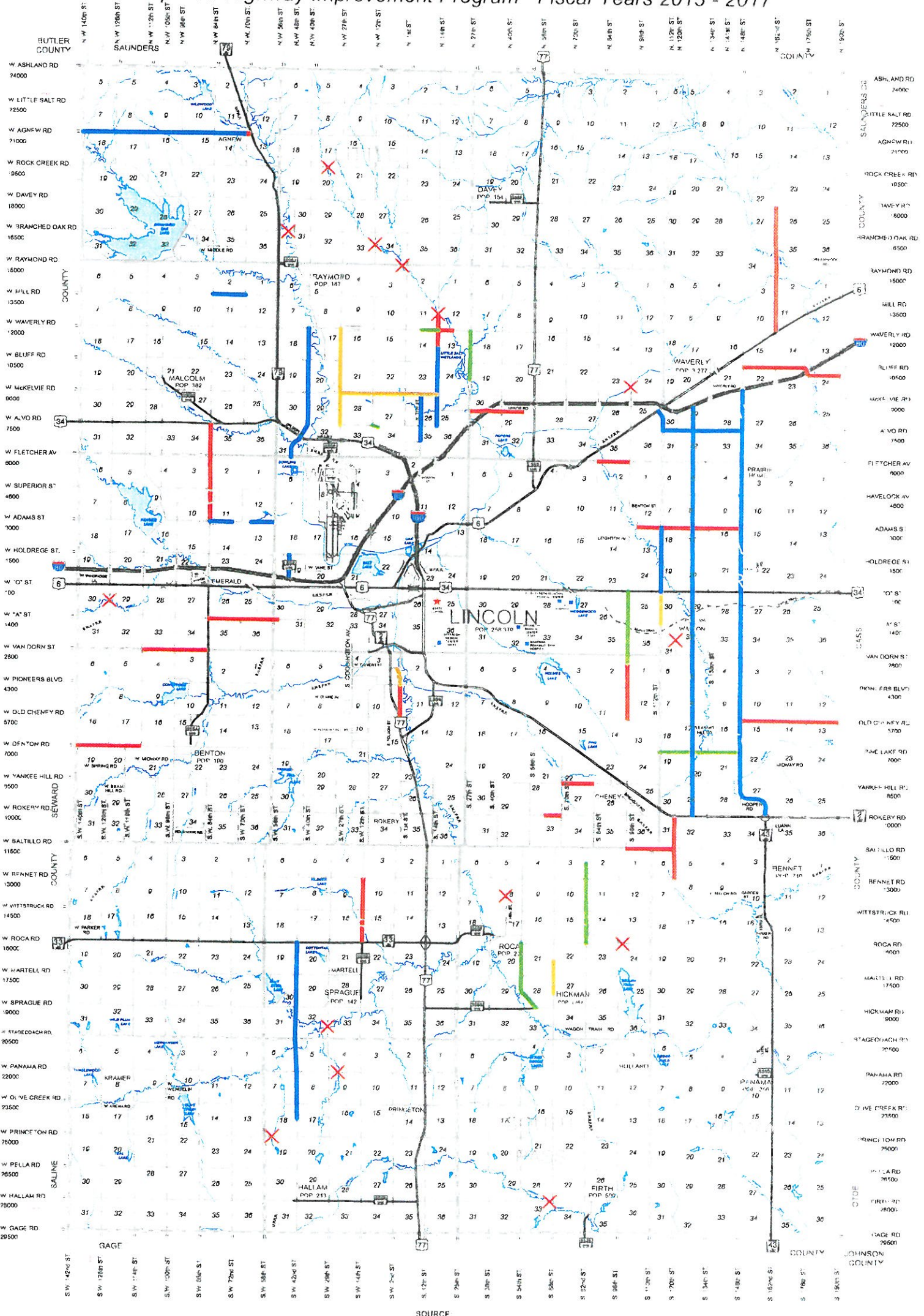
ROADS

— Transfer into 1-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 st Street	C55-O-412(1)	Local	Gravel	161	Yankee Hill	W-2	0.5 Mile	ROW	ROA-1	12,000
S. 68 th Street	C55-X-402(4)	Other Arterial	Pavement	2,211 3,123	South Pass	W-3,10,15	3.0 Miles	2 nd Stage Pavement	N/A	400,000
N. 112 th St.	C55-J-401(1)	Other Arterial	Gravel	270-381	Stevens Creek	W-18,19	2.0 Miles	Engineering	RUTS	60,000
S. 120 th St.	C55-QR-408(1)	Other Arterial	Gravel	475	Nemaha Stockton	W-5 W-32	1.2 Miles	Paving	ROA-1	391,000
N. 141 st St.	C55-#11	Local	Dirt	10	Mill	In 16	1.0 Mile	Rock Surfacing	RL-3	8,000
S. 162 nd St.	C55-#109	Local	Dirt	5	Nemaha	W-14	0.25 Mile	Rock Surfacing	RL-3	2,000
W. Agnew Road	C55-D-401(2)	Other Arterial	Gravel	365	West Oak	S-12	0.1 Mile	Pavement	ROA-1	50,000
W. Alvo Road	C55-F-406(3)	Local	N/A	0	Oak	In 34	0.2 Mile	Grading, Rock Surfacing	RUTS	20,000
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)
W. Little Salt Road	C55-#37	Local	Dirt	13	Little Salt	S-2	1.0 Mile	Rock Surfacing	RL-3	8,000

Proposed Highway Improvement Program - Fiscal Years 2013 - 2017

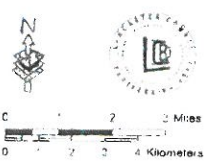


SOURCE

Lancaster County Records, Lancaster County Engineering Department
1892 Lancaster County Map, Lancaster County Engineering Department
1997 Lancaster County Map, Lancaster County Engineering Department
2001 Lancaster County Map, Lancaster County Engineering Department
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Census Bureau, TIGER/Line Data, U.S. Department of Commerce
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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 ADJOINING COUNTY
- RAILROAD
- MOPAC 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

LANCASTER COUNTY ENGINEERING DEPARTMENT

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LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2013 - 2017

ROADS

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	A.D.T. LATEST COUNT	TOWNSHIP	LOCATION FROM SECTIONS	LENGTH	TYPE OF IMPROVEMENT	DESIGN STANDARD	ESTIMATED COST
S. 1 st Street	C55-O-408(4)	Local	Gravel	121	Yankee Hill	W-11	1.0 Mile	Pavement	ROA-1	400,000
N. 7 th Street	C55-F-418(1)	Local	Dirt & Gravel	252	Oak	In 26 & 35	1.5 Miles	Engineering	RL-1	20,000
SW 14 th Street	RS- 532(14)	Other Arterial	Gravel	279-302	Centerville	W-15,10	2.0 Miles	Pavement	ROA-1	800,000
N. 14 th 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 th Street & Waverly Road	C55-F-417(3)	Other Arterial	Pavement Gravel	257-3,022	Oak	S-11,12 W-12,13	1.0 Mile	Pavement, Grading & Structures	ROA-1	500,000
NW 27 th Street	C55-F-415(3)	Collector	Gravel	228-298	Oak	W-16,21,28	3.0 Miles	ROW	ROA-1	80,000
NW 40 th Street	C55-F-419(1)	Local	Gravel	66	Oak	W-32,29,20,17	3.5 Miles	Engineering	ROA-1	40,000
SW 42 nd Street	C55-TW-401(1)	Other Arterial	Gravel	149-214	Centerville Buda	W-20,29,32 W-5,8,17	5.5 Miles	Engineering	ROA-1	55,000
NW 48 th Street	C55-F-414(2)	Other Arterial	Pavement	3,577	Oak	In 31	0.8 Mile	Engineering (4 lanes)	Urban Section	20,000
NW 48 th 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 th Street	C55-S-405(3)	Local	Gravel	179-238	Saltillo	W-21,28	2.0 Miles	Grading & Structures	ROA-1	250,000
S. 68 th St.	STPE-3265(7)	Other Arterial	Pavement	5,164-5,264	Saltillo	W-22,27	1.3 Miles	ROW	ROA-1	110,000
NW 84 th Street	C55-EM- 401(1)	Collector	Gravel	235-273	Elk Middle Creek	W-35 W-11 & 2	3.0 Miles	Pavement	ROA-1	1,200,000

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2013 - 2017

ROADS

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	A.D.T. LATEST COUNT	TOWNSHIP	LOCATION FROM SECTIONS	LENGTH	TYPE OF IMPROVEMENT	DESIGN STANDARD	ESTIMATED COST
S. 98 th Street	C55-KP-412(1)	Local	Gravel	244	Grant	W-1	0.7 Mile	Paving	RUTS	300,000
S. 98 th Street	C55-K-412(2)	Local	N.A.	0	Lancaster	W-25	1.0 Mile	Grading & Structures	RUTS	200,000
S. 98 th Street	C55-KP-412(1)	Local	Gravel	196	Lancaster	W-36	1.0 Miles	Grading & Structures	RUTS	300,000
S. 98 th Street	C55-KP-412(2)	Local	Gravel	244	Grant	W-12	1.0 Mile	Pavement	RUTS	400,000
N. 112 th Street	C55-GH-402(1)	Other Arterial	Gravel	140	North Bluff Waverly	In 25 W-30	0.7 Mile	Engineering	ROA-1	10,000
S. 112 th Street & N. 112 th Street	C55-J-401(1)	Other Arterial	Gravel	220-381	Stevens Creek	W-18,19,30	3.0 Miles	ROW	ROA-1	25,000
S. 120 th Street	C55-QR-408(1)	Other Arterial	Gravel	318	Nemaha	W-5	0.8 Mile	Pavement	ROA-1	320,000
N. 148 th St. & S. 148 th St.	C55-HJK-408(1)	Other Arterial	Pavement	1,568-3,011	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 nd Street	C55-A-401(5)	Local	Gravel	263-324	Waverly Mill	W-2 W-26,35	2.3 Miles	Pavement	ROA-1	920,000
N. 162 nd Street	C55-H-410(1)	Local	Gravel	248-279	Waverly	W-2,11	1.7 Miles	Pavement	ROA-1	680,000
West "A" Street	C55-ML- 405(1)	Collector	Gravel	213-410	West Lincoln Middle Creek	S-30 S-26,25	2.2 Miles	Pavement	ROA-1	880,000
E. Adams Street	C55-KJ-403(1)	Other Arterial	Gravel	217-558	Lancaster Stevens Creek	S-12 S-7,8,9	3.3 Miles	Pavement	ROA-1	1,320,000

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2013 - 2017

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	145-169	Middle Creek	S-11,12	1.6 Miles	Engineering	ROA-1	20,000
W. Agnew Road	C55-D-401(1)	Other Arterial	Gravel	33-196	West Oak	S-7,8,9,10,11	5.1 Miles	Engineering	ROA-1	75,000
Alvo Road	C55-H-411(1)	Local	Gravel	119-135	Waverly	S-28,29,30	2.5 Miles	Engineering	ROA-1	25,000
Arbor Road	C55-G-408(1)	Local	Gravel	438-449	North Bluff	In-29, 30	1.75 Miles	Pavement	ROA-1	700,000
Bluff Road	C55-H-402(1)	Other Arterial	Gravel	171-308	Waverly	S-15,14 In 23,24	3.2 Miles	Pavement	ROA-1	1,280,000
W. Denton Road	C55-N-404(1)	Collector	Gravel	265-403	Denton	S-17,18	2.0 Miles	Pavement	ROA-1	800,000
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	96-209	Oak	S-21,22,23	3.0 Miles	ROW	ROA-1	90,000
W. Mill Road	C55-E-408(1)	Local	Dirt	8	Elk	S-2	1.0 Mile	Engineering	RL-3	10,000
Old Cheney Road	C55-Q-407(2)	Collector	Gravel	325-439	Stockton	S-10,11,12	3.0 Miles	Pavement	ROA-1	1,200,000
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	416-458	Stockton Grant	S-31 S-36	1.6 Miles	Pavement	ROA-1	670,000
W. Van Dorn	C55-M-404(5)	Other Arterial	Gravel	291-374	Middle Creek	S-33,34	2.0 Miles	Pavement	ROA-1	800,000
Yankee Hill Road	C55-P-425(2)	Local	Gravel	512	Grant	S-22	1.0 Mile	Pavement	ROA-1	350,000

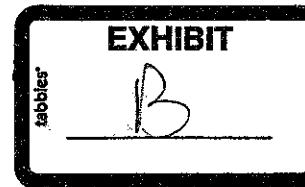
LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEARS 2013 - 2017

BRIDGES

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	A.D.T. LATEST COUNT	TOWNSHIP	LOCATION FROM SECTIONS	COUNTY BRIDGE NO.	ROADWAY WIDTH	TYPE OF IMPROVEMENT	H-LOADING	ESTIMATED COST
W. Raymond Rd	BR-3370(2)	Other Arterial	Asphalt	1,394	Little Salt	S-34	C-91	32'	140' C.C.S.	HL-93	1,200,000
NW 12 th St.	BRO-7055(84)	Local	Dirt	11	Little Salt	W-34	C-172	28'	60' C.C.S.	HL-93	309,400
W. Rock Creek Road	C55-C-220	Local	Gravel	26	Little Salt	S-17	C-220	28'	160' P.C.G.	HL-93	660,000
W. Branched Oak Road	C55-C-224	Local	Gravel	65	Little Salt	S-30	C-224	28'	140' C.C.S.	HL-93	556,100
N. 14 th St	BR-3405(5)	Other Arterial	Asphalt	3,022	Oak	W-12	F-88	40'	140' C.C.S.	HL-93	1,100,000
N. 98 th 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 th St.	C55-J-138	Local	Gravel	242	Stevens Creek	W-32	J-138	28'	75' C.C.S.	HL-93	366,700
SW 126 th Street	C55-M-178	Local	Gravel	38	Middle Creek	W-29	M-178	28'	110' C.C.S.	HL-93	422,600
S. 46 th St.	C55-S-59	Local	Gravel	162	Saltillo	In-8	S-59	36'	C.B.C.	HL-93	175,200
Roca Road	RUR-3290(2)	Other Arterial	Asphalt	816	Saltillo	S-13	S-179	40'	80' C.C.S.	HL-93	631,800
SW 29 th Street	C55-T-177	Local	Gravel	117	Centerville	W-33	T-177	28'	140' P.C.G.	HL-93	528,500
W. Panama Rd.	C55-W-116	Local	Gravel	327	Buda	S-4	W-116	28'	80' C.C.S.	HL-93	384,120
Firth Road	C55-X-205	Other Arterial	Asphalt	964	South Pass	S-28	X-205	32'	145' P.C.G.	HL-93	799,500

ALL BRIDGES ARE DESIGNED WITH REGARD TO ENVIRONMENTAL COMPATIBILITY

**LANCASTER COUNTY
ONE & SIX YEAR ROAD HEARING
FISCAL 2012**



I WOULD LIKE TO WELCOME ALL OF YOU TO THE FISCAL 2012 ONE AND SIX YEAR ROAD AND BRIDGE IMPROVEMENT HEARING.

THIS TIME OF THE YEAR REPRESENTS THE CONCLUSION OF MOST OF THE YEAR 2011 CONSTRUCTION WORK THAT WAS PRESENTED AT LAST YEARS ROAD HEARING. THE FOLLOWING ITEMS ARE THE HIGHLIGHTS OF THOSE PLANNED IMPROVEMENTS THAT WERE COMPLETED:

- THE NEW PAVING PROGRAM WAS LIMITED TO ONLY 1/3 OF A MILE ON THE ROKEBY ROAD BETWEEN S - 56th STREET AND THE ENTRANCE TO NEALRENE ACRES.

- PAVEMENT OVERLAYS WERE PERFORMED ON ABOUT 12 MILES OF EXISTING PAVED ROADS.

- THE GRADING PROGRAM SAW THE COMPLETION OF 3.8 MILES INCLUDING THE LAST SEGMENT OF SALTILLO ROAD WEST OF 120th STREET, 1/2 MILE OF NW-70th STREET SOUTH OF SUPERIOR STREET, ONE MILE OF S - 1st STREET BETWEEN OLD CHENEY AND PIONEERS AND 0.7 OF A MILE ON S-98th STREET SOUTH OF E. VAN DORN STREET.

- THE BRIDGE PROGRAM INCLUDED THE REPLACEMENT A DRIVEWAY BRIDGE WITH A CONCRETE BOX CULVERT AND THE CONCLUSION OF THE LONG AWAITED HICKMAN VIADUCT.

THE 2011 ROAD AND BRIDGE IMPROVEMENT PROGRAM HAD A TOTAL CONSTRUCTION COST NEAR \$ 7.8 MILLION DOLLARS - WITH ABOUT \$ 5.0 MILLION OF THAT COMING FROM OTHER SOURCES.

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

I HAVE, AT PREVIOUS HEARINGS, COMMENTED ON OUR DIFFICULTY IN ADDRESSING SOME NEEDED ROAD IMPROVEMENTS -- MAINLY IN THE AREA OF NEW PAVEMENT. THE DIFFICULTY CONTINUES AS THE SLUGISH CONDITION OF THE ECONOMY HAS AN ADVERSE AFFECT ON COST OF THE PRODUCTS WE NEED--- INCLUDING OIL. THE PRICE OF OIL IS CRITICAL AS SO MUCH OF WHAT WE DO RELATES TO OIL BY-PRODUCTS--- FROM THE COST OF VEHICULAR FUEL, TO HEATING OF OUR FACILITES, TO THE COST OF ASPHALT FOR PAVEMENT OVERLAYS AND NEW PAVEMENT. THE HIGHER FUEL COST ALSO IMPACTS OUR REVENUES AS FUEL CONSUMPTION IS REDUCED AND GAS TAX REVENUES DECLINE. WE WERE ALSO IMPACTED BY THE REQUIREMENT TO HOLD PROPERTY TAX REVENUES TO LAST YEARS LEVELS.

THERE IS ANOTHER IMPORTANT ASPECT TO OUR ABILITY TO AFFORD ROAD IMPROVEMENTS BEYOND FUNDING OR THE COST OF OIL AND THAT IS THE EXPANSION OF THE ROAD PROGRAM OVER THE YEARS. CONSIDER THE FOLLOWING CHANGES THAT HAVE OCCURRED OVER THE LAST 30 YEARS --- LARGELY TRIGGERED BY THE GROWTH THAT HAS OCCURRED WITHIN THE COUNTY AND THE BORDER AFFECT FROM THE SURROUNDING COUNTY RESIDENTS THAT TRAVEL OUR ROADS. DURING THE MAJORITY OF THE 1980'S THE COUNTY ROAD PROGRAM CONSISTED OF RE-GRADING OLDER

ROADS AND REPLACING DEFICIENT BRIDGES. TOWARDS THE END OF THE 80'S WE BEGAN COLLECTING TRAFFIC COUNTS ON ALL COUNTY ROAD SEGMENTS. THIS ANNUAL COLLECTION OF TRAFFIC COUNTS HAS BECOME AN INVALUABLE TOOL FOR ASSOCIATING TRAFFIC VOLUMES WITH THE TYPE OF ROAD OR BRIDGE IMPROVEMENTS NEEDED AND THEN TO ESTABLISH PRIORITIES FOR THOSE IMPROVEMENTS.

IN THE MID 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 INDICATED THAT SOME OF OUR OLDER EXISTING PAVED ROADS WERE NOT ADEQUATE TO SUPPORT THE VOLUME OF TRAFFIC THEY WERE EXPERIENCING. THIS BECAME THE FOURTH CATEGORY -- THE RECONSTRUCTION OF SOME OVERLOADED EXISTING 2-LANE PAVED ROADS. 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 THIS NEXT YEAR WITH FEDERAL AID. THIS CATEGORY ALSO INCLUDED THE FOUR-LANING OF N-84TH STREET THAT HAD OUTGROWN IT'S TWO-LANE CAPACITY. MORE RECENTLY, WE HAVE ADDED THE FIFTH AND SIXTH CATEGORIES -- THE "RUTS" STANDARDS FOR GRADING AND PAVING ROADS CLOSE TO LINCOLN AND THE EAST BELTWAY CORRIDOR PROTECTION, DESIGN AND RIGHT OF WAY ACQUISITION.

I WOULD ALSO OFFER ANOTHER CATEGORY THAT RELATES TO REFLECTIVITY IN SIGNS AND PAVEMENT MARKING. WHILE THIS PROGRAM HAS BEEN AROUND FOR MANY YEARS, NEW REGULATIONS FOR SIGNS AND PAVEMENT MARKING ARE PLACING GREATER EMPHASIS ON RELECTIVITY. THIS INCREASED EMPHASIS IS DUE IN PART, AT LEAST, TO A SIGNIFICANT

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

MY INTENT IN PROVIDING THIS OVERVIEW OF THE EVOLUTION OF THE ROAD PROGRAM, SINCE THE 1980's, IS TO PROVIDE YOU WITH SOME UNDERSTANDING THAT THERE IS A SIGNIFICANT NUMBER OF PROGRAMS THAT ARE COMPETING FOR A LIMITED AMOUNT OF 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. THE REDUCED REVENUES AND CHANGES IN THE DISTRIBUTION OF FEDERAL FUNDS WILL BEGIN TO TAKE AFFECT IN FISCAL 2014. WE ARE HOPEFULL THAT, IF ALL THINGS PROGRESS AS PLANNED, ~~7/10~~ WE WILL BE ABLE TO CONCLUDE SOME FEDERAL AID PROJECTS IN FISCAL 2012 THAT HAVE BEEN PLANNED FOR SEVERAL YEARS. 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 THE MILEAGE THAT WE ARE ADDING ANNUALLY. THE PAVING PROGRAM REMAINS A CRITICAL PART OF THE OVERALL ROAD PROGRAM AS VOLUMES INCREASE AND SAFETY BECOMES A LARGER CONSIDERATION. WE WILL, IN FISCAL 2012, REMAIN FOCUSED ON PROTECTING THE EXISTING PAVEMENT AND NOT BE ADDING ANY NEW PAVED ROAD MILEAGE.

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 AN IMPORTANT PROGRAM FOR THOSE NEEDED SAFETY IMPROVEMENTS AND ON THE BUSIER ROADS TO PROVIDE A PLATFORM FOR POTENTIAL FUTURE PAVING WHEN TRAFFIC

COUNTS REACH PAVING LEVELS. IN ADDITION TO PROVIDING A BASE FOR PAVEMENT – SHOULD THE NEED ARISE, THE REBUILT ROAD PROVIDES A WIDER DRIVING SURFACE AND IMPROVED SIGHT DISTANCE.

THIS CONCLUDES MY PRELIMINARY REMARKS AND ----

**I WOULD NOW LIKE TO PRESENT
THE FISCAL 2012 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 **2012** 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 2011 (PAGE # 9) AND THE PROPOSED BRIDGE WORK FOR FISCAL 2012 (PAGE # 10 & 11). PAGE # 12 CONTAINS THOSE BRIDGES THAT ARE IN "STAND-BY STATUS" WHICH CAN BE USED AS FILL-INS TO REPLACE BRIDGES IN THE ONE YEAR PROGRAM THAT MAY REACH PROJECT SNAGS OR PROVIDE OPPORTUNITIES FOR ADDITIONAL WORK IF ONE YEAR PROGRAMMED BRIDGES SHOULD COME IN BELOW CONSTRUCTION ESTIMATES. THE BRIDGE PROGRAM FOR FISCAL 2012 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.**

THIS WILL BE A BANNER YEAR FOR THE BRIDGE PROGRAM AS WE HOPE TO RECEIVE '3' FEDERAL AID PROJECTS IN A SINGLE YEAR. THE BREAKDOWN OF THE CONSTRUCTION COSTS FOR THE BRIDGE PROGRAM IS INDICATED IN THE UPPER LEFT CORNER ON PAGE # 11. THE BRIDGE REPLACEMENT COSTS FOR 2012 TOTAL ABOUT \$ 2.9 MILLION DOLLARS WITH 2.4 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 **2012**. THESE SHEETS INCLUDE BOTH THE WORK COMPLETED IN FISCAL **2011** (PAGE #1) AND PROPOSED FISCAL **2012** WORK (PAGES # 2 THRU # 6). PAGES # 7 AND # 8 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 2012 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 VAN DORN STREET. THIS PIECE WOULD BE DESIGNATED AS PHASE THREE OF THE THREE PHASE PROJECT BETWEEN OLD CHENEY ROAD AND 'A' STREET.**

- S-98TH STREET BETWEEN 'A' STREET AND 'O' STREET. THIS ACQUISITION IS A JOINT COST SHARING PROJECT WITH THE CITY AND AN EXTENSION OF THE THIRD PHASE GOING SOUTH FROM 'A' STREET.

- 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.

- 1.0 MILE OF HAVELOCK AVENUE BETWEEN N-162nd AND N-176th STREET WHICH IS PRESENTLY A DIRT ROAD.

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

----- THE ONLY GRADING WORK PROPOSED IS 1.0 MILE OF
HAVELOCK AVENUE BETWEEN N-162nd STREET AND N-176th
STREET.

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

OVERLAYS

----- 2.50 MILES ON N-14th STREET BETWEEN THE ALVO ROAD
AND THE WAVERLY ROAD.

----- 3.00 MILES ON S-68th STREET BETWEEN STAGECOACH
ROAD AND THE PRINCETON ROAD.

----- 0.40 MILE ON S-134th STREET GOING SOUTH FROM EAST
HIGHWAY # 34.

----- 1.00 MILE ON E. VAN DORN STREET BETWEEN S-84th STREET
AND S-98th STREET.

----- 4.30 MILES ON THE FIRTH ROAD BETWEEN HIGHWAY # 77
AND S-68th STREET.

NEW PAVEMENT

----- **THE ONLY NEW PAVING PROPOSED FOR FISCAL 2012 IS 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.**

THE BREAKDOWN OF THE CONSTRUCTION COSTS FOR THE FISCAL 2012 ROAD PROGRAM IS ABOUT \$ 6.9 MILLION DOLLARS WORTH OF WORK WITH ABOUT \$ 2.7 MILLION DOLLARS COMING FROM OTHER OUTSIDE SOURCES.

**THIS HIGHLIGHTS THE ROAD AND BRIDGE
PROJECTS FOR FISCAL 2012**

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!!!!!!