

MINUTES
LANCASTER COUNTY BOARD OF COMMISSIONERS
TUESDAY, OCTOBER 28, 2014
COUNTY-CITY BUILDING, ROOM 112
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 October 23, 2014.

Commissioners present: Larry Hudkins, Chair; Brent Smoyer, Vice Chair; Roma Amundson; Jane Raybould; Deb Schorr

Others present: Pam Dingman, County Engineer; Dan Nolte, County Clerk; Angela Zocholl, County Clerk's Office

The Chair called the meeting to order at 7:04 p.m., the pledge of allegiance was recited and the location of the Nebraska Open Meetings Act was announced.

1) **PUBLIC HEARING:**

A. **One and Six-Year Road and Bridge Improvement Program for July 1, 2015, through June 30, 2020.**

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 County Comprehensive Plan Conformance No. 14021: Lancaster County Road and Bridge Construction Plan for Fiscal Years 2015 and Years 2016-2020 (Exhibit A). She discussed completed projects, including the acquisition of 98th Street, grading of Pine Lake Road, resurfacing of Roca, Sprague and Firth Roads, and paving of 1.6 miles of Saltillo Road; challenges with bridges, particularly bridges at 176th Street south of Waverly Road and at Raymond Road west of 1st Street; challenges with roads; the Federal Highway Trust Fund Crisis; and road and bridge revenue (Exhibit B). She reviewed the One and Six-Year Road and Bridge Construction Program (Exhibit C).

Mark Hunzeker, 600 Wells Fargo Center (Lincoln), appeared on behalf of the Wheatland Subdivision (east of 120th Street between A Street and Van Dorn Street). He suggested using around \$500,000 in funds that may be returned from Region V toward the road improvement budget. He requested paving of 120th Street (A Street to Van Dorn Street) be added to the standby project list; traffic has deteriorated the road and the intersection of 120th Street and A Street is dangerous.

Stefan Gaspar, 2501 S 122nd Court (Walton), discussed the dangerous intersection at 120th Street and A Street. He encouraged paving 120th Street between A Street and Van Dorn Street and submitted a petition from members of the Wheatland Homeowners Association. (Exhibit D).

Wendy Majorins and Dave Majorins, 5500 Ezekiel Place (Lincoln), each discussed the need for paving on 120th Street between A Street and Van Dorn Street.

Schorr made note of the County Engineer's map that references trips per day on County roads. She stated there are 221 trips per day on 120th Street between A Street and Van Dorn Street.

Dave Watts, 13351 Dovers Street (Waverly), asked for 112th Street to be paved. He said it has around 320 vehicles per day between O Street and Holdrege Street and around 120 vehicles per day between Holdrege Street and Adams Street. He noted that it is the only north-south access to Interstate 80 beyond 56th Street and that there are plans to build a park on the southwest quadrant of the 98th Street and Adams Street intersection. In addition, he discussed the need for a pedestrian walkway by the railroad tracks at Cannongate Road, suggesting use of Railroad Transportation Safety District (RTSD) funds.

Jim Becker, 5101 Saltillo Road (Roca), discussed the need for road improvements on Saltillo Road. He noted the high road counts of 6600-7900 vehicles per day, the fatalities that have occurred and the traffic from Schwark Quarry on S. 54th Street. Dingman discussed plans for the South Beltway, which she felt would help relieve some traffic on Saltillo Road.

Mike Faughn, 10321 N. 142nd Street (Waverly), Vice President of Camp Creek Threshers (located at 17200 Bluff Road), expressed support for paving Bluff Road, discussing the variety of events held at Camp Creek Threshers and the amount of traffic the events create. Hudkins noted Bluff Road is graded, elevated and scheduled for blacktop this year.

Mike Werner, 10220 E. Oak Lane Circle (Waverly), Waverly Mayor, spoke in support of an interlocal agreement for paving the last five blocks of Bluff Road (148th Street to 153rd Street). He felt more interlocal agreements between the small cities and the County could reduce costs.

Joe Dalton, 9640 N 150th Court – Evandale Estates (Waverly), Waverly City Council Member, said 150th and 151st Streets dead end into Bluff Road, which is an access road for the residents of Evandale Estates. He felt paving Bluff Road from 148th Street to 153rd Street would make traveling through that area safer.

Doug Rix, 6601 N. 148th Street (Waverly), Waverly City Administrator, expressed support for paving Bluff Road and said money was set aside for the project in the 2014-2015 Waverly City Budget. In addition, he felt a pedestrian walkway across Cannongate Road and a truck bypass are critical for Waverly.

Ray Rivera, 5211 W. Songbird Circle (Lincoln), expressed concern over road safety for bicyclists. He explained that he rides NW 48th Street where there are no shoulders on the road. He suggested adding shoulders and making more bike trails available in that part of town.

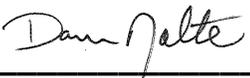
Vonn Roberts, 5111 Cavy Road (Lincoln), asked that roads be engineered for safety of all traffic and that a bicycle be recognized as a vehicle. He made note of the three-foot passing law (a vehicle passing a bicycle must allow three feet of distance) and encouraged signage to support this. In addition, he attested to the dangerous intersection of 120th Street and A Street.

Jason Babcock, 13411 Alvo Road (Waverly), was administered the oath. He thanked the County for work done on the roads in his area, particularly grading and cleanup work in ditches. As a Camp Creek Threshers member, he expressed support for paving of Bluff Road. He discussed the number of vehicles driving at excessive speeds through the 134th Street and Alvo Road intersection. Hudkins discussed the benefits of clearing the road ditches and the option of landowners to donate right-of-way to the County. Schorr encouraged Babcock to contact the County Sheriff's Office for speed checks.

Dingman thanked everyone for their participation and encouraged people to contact her or her staff if needed.

2) **ADJOURNMENT**

MOTION: Amundson moved and Raybould seconded to adjourn the meeting at 8:13 p.m. Schorr, Raybould, Amundson, Smoyer and Hudkins voted aye. Motion carried 5-0.



Dan Nolte
Lancaster County Clerk



COUNTY BOARD FACTSHEET

TO : Angela Zocholl, County Clerk's Office
FROM : Marvin S. Krout, Director of Planning 
DATE : October 20, 2014
RE : **County Comprehensive Plan Conformance No. 14021**
 Lancaster County Road and Bridge Construction Program,
 Fiscal Years 2015 and 2016-2020

Attached is the staff report (p.2-7), the minutes of the Planning Commission meeting (p.8-12) and the table listing projects (p.13-19) for the proposed **LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM, FISCAL YEARS 2015 AND 2016-2020**, 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 (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 "Analysis" as set forth in the staff report on p.2-6, 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.8-11.
2. There was no testimony in opposition; however, the record consists of six email messages with concerns about the paving of 112th Street from Van Dorn Streets to A Street and 120th Street from Van Dorn to A Street not being included in the proposed Program (p.20-25).
3. On October 15, 2014, 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 (Cornelius absent). The Commissioners did discuss 112th Street and 120th Street, finding that the traffic counts in that area have not reached the level for paving, and that the paving of 98th Street might possibly take some traffic pressure off of 112th Street and 120th Street. The Commission also expressed concern about the lack of funding for the construction of bridges.

It is my understanding that this proposal is scheduled for public hearing before the Lancaster County Board of Commissioners on **Tuesday, October 28, 2014, at 7:00 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
 Brittany Behrens, Deputy County Attorney
 Pam Dingman, County Engineer
 Mike Brienzo, Planning

LINCOLN-LANCASTER PLANNING DEPARTMENT STAFF REPORT

for OCTOBER 15, 2014 PLANNING COMMISSION MEETING

Project #: Comprehensive Plan Conformity - **CPC14021** **DATE:** October 2, 2014
Proposed *Lancaster County Road and Bridge Construction Program*,
Fiscal Years 2015 and 2016-2020

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 2015 and 2016-2020* 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 the Planning Commission find the proposed *Lancaster County Road and Bridge Construction Program for FY 2015 and 2016-2020*, to be generally in conformance with the current *2040 Lincoln City-Lancaster County Comprehensive Plan*.

<u>RECOMMENDATION:</u> Finding of general conformance with the <i>current 2040 Lincoln City-Lancaster County Comprehensive Plan</i> .
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ANALYSIS:

The proposed Lancaster County Road and Bridge Construction Program is divided into two sections, one-year (FY 2015) and five-year (FY 2016-2020) elements. The following is the way the program is organized:

Road Projects (FY 2015):

Page	1	Roads Completed in FY 2014
Page	2	Roads Carried over from FY 2012
Page	3	Roads Carried over from FY 2013
Page	4	Roads Carried over from FY 2014
Page	5	Road Projects, FY 2015
Page	6	Standby Roads, FY 2015

Bridge Projects (FY 2015):

Page	7	Bridges Completed in FY 2014
Page	8	Bridges, FY 2015
Page	9	Standby Bridges, FY 2015

Road Projects (FY 2016-2020):

Pages	10-13	Road Projects, FY 2016-2020
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Bridge Projects (FY 2016-2020):

Pages	14	Bridge Projects, FY 2016-20120
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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, 2nd-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, 2nd-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. 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 2014</u>		<u>FY 2015⁽¹⁾</u>	
	Roads	Bridges	Roads	Bridges
County	\$3,413,017	\$ 0	\$3,783,000	\$ 0
City of Lincoln	\$ 405,879	\$ 0	\$ 322,000	\$ 0
Other Sources	\$ 0	\$ 0	\$ 0	\$ 0
State	\$ 0	\$ 0	\$ 0	\$ 0
Federal	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL	\$3,818,896	\$ 0	\$ 3,783,000	\$ 0

(1) includes carry-over projects

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 work 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.

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 with in 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 27th Street, Waverly Road south 1.5 miles

This is an existing gravel road scheduled for grading and structures in FY 2015. 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 27th Street from the *Lancaster County Natural Resource maps*. These include 1) Floodplain conflict areas, 2) NWI Wetlands and Streams conflicts, 3) Saline wetlands 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

APPLICANT: Pam Dingman, County Engineer
County Engineering
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Lincoln, NE 68528

CONTACT: Mike Brienzo, Transportation Planner
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COMPREHENSIVE PLAN CONFORMANCE NO. 14021

PUBLIC HEARING BEFORE PLANNING COMMISSION:

October 15, 2014

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

Staff recommendation: A finding of conformance with the Comprehensive Plan.

There were no ex parte communications disclosed.

Staff presentation: **Mike Brienzo of Planning staff** explained that this program is to be reviewed for conformity with the 2040 Long Range Transportation Plan (LRTP) and the transportation component of the Comprehensive Plan. The findings of the staff are that the program emphasizes roads functioning as arterials and is recommending that this emphasis be continued as recommended in the LRTP. The program has been coordinated with Engineering Services for the coordination of projects within the developing area and the RUTS (Rural to Urban Transition Standards) projects that were requested to be developed along certain roadways, such as 98th Street. The staff finds that the proposed program is in general conformance with the transportation element of the 2040 Comprehensive Plan.

Brienzo noted that the Commission has received some comments concerning two segments of roadway that were not included in the proposed program – 112th Street south of “O” Street and 120th Street. Brienzo pointed out that this program has been coordinated with staff and the County Engineer. Those two projects are in the transportation plan as “potential paving”, but not within the fiscally constrained element of the transportation plan. They are not included in the program submitted today. The program as submitted, however, does comply with the LRTP. Brienzo assured that all public comments would be forwarded to the County Board for their public hearing scheduled for Tuesday, October 28, 2014, at 7:00 p.m.

Lust asked Brienzo to outline what it is that the Planning Commission is being asked to do in comparison to who makes the determination of what gets paved. Brienzo explained that the staff review is a comparison with the LRTP and the transportation element of the Comprehensive Plan. The Comprehensive Plan was updated in 2011, and it is extended out to year 2040 for potential development of roadways within the urban areas as well as in the county. Through that process, the number of roads that could potentially be developed within the life of the plan were identified. Therefore, that is the fiscally constrained element. That is what the County Engineer uses as a basis for developing new paving throughout the county. Another element used by the County Engineer would be a “roadway sufficiency study” or a survey of conditions of roadways, which helps set the priorities within the program itself.

Lust sought to confirm that the role of the Planning Commission is to determine if the projects listed conform with the LRTP and the Comprehensive Plan that are already in place. Brienzo concurred. The annual program is to be reviewed as to conformity with the transportation element of the Comprehensive Plan.

In terms of gravel roads and safety, Beecham wanted to know what is taken into consideration in determining when to pave a gravel road. Brienzo explained that the County Engineer does a road survey. It should be kept in mind that the County Engineer is responsible for over 1,300 miles of roads throughout the county and about 1,000 are gravel. Each year, they get to drive every mile of that and do a review of the condition of the road and which ones would fit into their maintenance program or rise to the level of paving.

Pam Dingman, Lancaster County Engineer, explained that the County Engineer's office does review the roads through a number of different criteria – the average daily traffic counts are taken every year and they keep traffic counts on every mile of every county road; they review the conditions of every road with the criteria of the American Asphalt Association. The County Engineer's office has reviewed all 272 linear miles of paving as well as performed traffic counts on 1,052 linear miles of gravel roads. There are some roads that are just dirt, i.e. minimum maintenance roads that have not been graded or graveled, and those roads are reviewed as well.

Dingman went on to explain that this year, they looked at a combination of roads for paving. In the past, the County Engineer has said that once they grade a road, it will be paved in the next 2-5 years. However, that has not always happened. The county does not have the money for 26 linear miles. In fact, about 1 to 2.5 miles of new road are paved every year.

Beecham wondered whether big trucks count more in traffic counts. Dingman stated that she would need to check the actual technical parameters used in the traffic counts. She acknowledged that many of the rural roads do have a lot of truck traffic during the harvest seasons and that does become a primary use.

Lust inquired how the one to two miles is selected that is paved per year. Dingman stated that they consider the traffic count and how the roads are being used. They also consider what roads have already been graded/prepped for pavement.

Hove asked Dingman to speak to 112th between A Street and Van Dorn. Dingman responded, stating that the County Engineer does have recent traffic counts on 112th Street and 120th Street in this area. In this particular area, our focus has been and will continue to be paving 98th Street from A Street to O Street. It is a section line road adjacent to Hillcrest that has never been opened. Although it took a decade to acquire the right-of-way, acquisition of the right-of-way has been completed and that section can be graded at some point prior to 2030 and then paved in the next year, pursuant to the agreement. The next road as we move east for paving is 98th from A Street to O Street. There is

pavement at 98th and Old Cheney all the way to Highway 2. As we move east, we want to finish the 98th Street corridor.

Hove then confirmed that 112th Street and 120th Street will not get the attention because 98th will. Dingman's response was that the traffic counts on those particular roads are well under 300. Once the traffic counts reach about 300, the County Engineer will look at grading the road, and once the traffic counts reach 400, it would be considered for paving. The traffic counts are used in prioritization. Dingman stated that she would love to pave everyone's road but the reality is that the finances are very limited. For example, in last year's 1 and 6 program, no bridges were built, and they are not going to be able to build any this year.

Lust wondered whether the thought is that paving of 98th Street will take some of the traffic pressure off of 112th Street and 120th Street. Dingman stated that she does anticipate that, but the reality is that 98th Street is in the 2040 Comprehensive Plan and is the logical next step.

Weber inquired about upgrading existing graded roads. He noted that South 68th Street has the highest traffic count, yet there is no projected grading of that road other than acquisition of the right-of-way in the next five years. What about turn lanes and wider shoulders? Brienzo stated that the transportation plan shows South 68th Street being upgraded in the future with shoulders, but it will remain 2-lane. Brienzo further explained that the plan shows extending South 68th Street as far south as Princeton Road at some time in the future, based on activity in that corridor. Weber commented that South 68th Street is a very narrow two-lane with a high traffic count. Brienzo acknowledged that Denton Road was paved with shoulders using federal funds. He did not know whether federal assistance is available for South 68th Street.

Dingman then advised that the equation for federal funds has recently changed. Denton Road id receive a large amount. But, now the county is receiving more like \$250,000 of federal funding, so we are becoming more and more limited on federal funds. Federal funds have been used to build one or two bridges a year; however, last year there was only \$80,000 available, and this year they will receive another \$80,000. The bridges in the 1 and 6 program range in cost from \$800,000 to \$1.1 million.

Beecham inquired whether there are any bridges that will be closed if we cannot find funding for improvements. Dingman stated that a bridge will be closed if it is determined to be unsafe. Fortunately, all that were closed in the past are currently open because the County Engineer found the means to repair them. In one case, they had to find steel that was manufactured over 100 years ago. The costs are significant. Dingman advised that she is watching and has testified on LB528, which is a special bill that would allow the county to bond bridges. Lancaster County has 297 bridges, i.e a bridge or culvert wider than 20'. In order to keep up with the County's replacement plan, the bridges need to be replaced at the rate of 6 per year. For the last 20 years, only two or three have been replaced per year. It was zero last year and will be zero again this year. Lancaster County

currently has over 80 structures older than 50 years, and 50 structures that were built before 1950.

Beecham inquired whether we know if the closure of the bridges is impacting people in terms of emergency services. Dingman was not aware of any impact on emergency service, although it's just a matter of time. The traffic count for the bridge closed on 176th Street south of Waverly Road was only 76/day, but it is still a bridge that is important to the people living in that corridor. The Raymond Road bridge which is on standby is actually a bridge that has been in the 1 and 6 program since 1998. In a minor rain event, that particular bridge overtops the road for 200 feet, 12 to 18 inches deep. As time goes on, when roads and bridges become dangerous and we do not have funding or money to replace, they will be closed.

With regard to safety, Beecham noted that there has been a lot of press about Saltillo Road in the last few months. What is the cost to put shoulders on a road? How do we track safety, and what is our vision for Saltillo Road in general? Dingman did not have the data with her for comparison of a road with or without a shoulder. Since the shoulder roughly requires 1/3 more pavement, the cost would be roughly 1/3 more. The extra paved shoulder and additional dirt have to be put in place. As far as Saltillo Road itself, an additional 1.6 miles was just paved. Dingman also advised that she sits on a coordinating team with NDOR and the City which is talking about putting a traffic circle on either side of Hwy 77 at Saltillo Road to slow down traffic. She acknowledged that the accidents have been happening further east. However, at this point, to add shoulders would be incredibly expensive and the County does not have another option at this time.

Beecham inquired whether the South Beltway will take some of the traffic off Saltillo. Dingman believes that it will. The first mile east of Hwy 77 is a little under 8,000 cars today. By the time you get within 2 miles of a county boundary, it decreases down to 132 cars/day.

There was no testimony in opposition.

ACTION BY PLANNING COMMISSION:

October 15, 2014

Beecham moved to find the program to be in conformance with the Comprehensive Plan, seconded by Scheer.

For what the Planning Commission is being asked to do, i.e. find the program to be in conformance with the Comprehensive Plan, Lust believes that it is. It is unfortunate that every time we have these discussions we hear about the sorry state of a lot of the infrastructure in both the city and county. She wishes that something could be done, especially when it is starting to affect public safety. But, as for what the Planning Commission is being asked to do, she believes that the proposed program does conform with the fiscally constrained LRTP.

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

Table 1
Improvement Projects on New and Existing Paved Roads

Completed in FY 2014

S. 98 th Street, “A” Street to “O” Street, 1.0 miles.	Right of way for the construction of a new road and future paving. This is being coordinated with the City of Lincoln as a <u>RUTS</u> project for future urban infrastructure. This conforms with the Comprehensive Plan.
Firth Road, 88 th Street to Nebraska Hwy 43, 5.2 miles.	This is 2 nd -stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
Pine Lake Road, 112 th Street to 148 th Street, 2.5 miles.	Grading and structures on an existing gravel road. In the Comprehensive Plan as potential paving, generally conforms.
Roca Road, 110 th Street to 162 nd Street (N-43), 3.7 miles.	This is 2 nd -stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
Saltillo Road, 98 th Street to 120 th Street, 1.6 mile.	Pavement of an existing gravel road, programmed in the plan for paving. This conforms with the Comprehensive Plan.
W Sprague Road, SW 58 th Street to 114 th Street, 4.0 miles.	This is 2 nd -stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

Carried over from FY 2012

North 27 th 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 th 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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Carried over from FY 2014

McKelvie Road, N 14 th Street to NW 27 th Street, 3.0 miles.	Right of way on an existing gravel road. In the Comprehensive Plan as potential paving, generally conforms.
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Comprehensive Plan Conformity No. CPC14021
Lancaster County Road and Bridge Construction Program,
Fiscal Years 2015 and 2016-2020

FY 2015

North 27 th 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.
* NW 48 th 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 th 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 th Street, Pine Lake to Saltillo Road, 2.0 miles.	This is 2 nd -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.
South 110 th Street, 0.5 miles north of Hickman Road to Wagon Train Road, 1.0 miles.	This is 2 nd -stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
Bluff Road, North 148 th Street (City of Waverly) to N 176 th Street, 2.0 miles.	Pavement of an existing gravel road, programmed in the plan for paving. This conforms with the Comprehensive Plan.
* Holdrege Street, North 84 th Street (City of Lincoln) to North 148 th Street, 3.2 miles.	This is 2 nd -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 th Street to 112 th Street to , 1.0 miles.	This is 2 nd -stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
* Rokeby Road, 56 th Street to 70 th 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 <u>RUTS</u> project and conforms with the Comprehensive Plan.
East Van Dorn Street, S. 112 th Street to S 120 th Street, 0.5 miles.	This is 2 nd -stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

Comprehensive Plan Conformity No. CPC14021
Lancaster County Road and Bridge Construction Program,
Fiscal Years 2015 and 2016-2020

- * West Van Dorn Street, SW 84th Street to S. Coddington Ave., 4.0 miles. This is 2nd-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.
- Wagon Train Road, east of South 110th Street 1.0 miles. This is 2nd-stage pavement on an existing paved road. This conforms with the Comprehensive Plan.

FY 2015 Standby Projects

- S. 1st Street, Pioneers Blvd. north for 0.5 mile. Right of way for improvements on an existing gravel road. This generally conforms with the Comprehensive Plan.
- SW 12th Street, Denton Road to Rokaby Road, 2.0 miles. This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
- North 112th 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 Agnew Road, NW 70th Street to Nebraska Hwy 79, 0.1 mile. Pavement of an existing gravel/paved road in the plan for paving. This conforms with the Comprehensive.
- West Alvo Road, NW 12th 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, 56th Street to 70th Street, 0.5 mile. This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

FY 2016-2020

- S. 1st 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, in conformance with the Plan.
- North 7th 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.

Comprehensive Plan Conformity No. CPC14021
Lancaster County Road and Bridge Construction Program,
Fiscal Years 2015 and 2016-2020

FY 2016-2020 (continued)

SW 14 th 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 14th 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 th 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 th 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 th 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 th 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 th 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 th 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 th 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 th 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.
S. 82 nd Street, Roca Road to 0.5 miles north of Bennet Road, 2.5 miles	Grading and Structures of an existing gravel road. In the Comprehensive Plan as potential paving, generally conforms.
NW 84 th Street, West Adams Street to US-34, 3.0 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving, in conformance with the Comprehensive Plan.

Comprehensive Plan Conformity No. CPC14021
Lancaster County Road and Bridge Construction Program,
Fiscal Years 2015 and 2016-2020

FY 2016-2020(continued)

S. 96 th 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 th 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 th 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 th 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 th 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 th 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.
North 112 th Street, "O" Street to Adams Street, 2.0 miles.	Engineering for an urban roadway on an existing gravel road. This conforms with the Comprehensive Plan.
South 112 th 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 th Street & S148 th 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 nd 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.

Comprehensive Plan Conformity No. CPC14021
Lancaster County Road and Bridge Construction Program,
Fiscal Years 2015 and 2016-2020

FY 2016-2020(continued)

North 162 nd 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.
West "A" Street, SW 54 th Street (BNSF R.R.) to SW 84 th 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 th 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 th Street to 190 th 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 th to NW 84 th 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 th Street to NW 140 th 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 th Street to North 148 th Street, 2.5 miles.	Engineering on a gravel road, not in the plan for future paving. This generally conforms with the Comprehensive Plan.
Arbor Road, North 27 th Street to North 52 nd Street, 1.75 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.
Bluff Road, North 176 th Street to N 190 th 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 th Street to NW 112 th 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 th Street to SW 140 th 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.

Comprehensive Plan Conformity No. CPC14021
Lancaster County Road and Bridge Construction Program,
Fiscal Years 2015 and 2016-2020

FY 2016-2020 (continued)

Firth Road, east of South 38 th 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 th Street to N 98 th 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.
McKelvie Road, N 14 th Street to NW 27 th Street, 3.0 miles.	Grading and structures on an existing gravel road. In the Comprehensive Plan as potential paving, generally conforms.
West Mill Road, NW 140 th to NW 133 th Street, 0.5 mile.	Engineering for improvements on an existing gravel road. In the Comprehensive Plan for future paving, generally conforms.
West Mill Road, NW 70 th Street to NW 84 th Street, 1.0 mile.	Engineering for improvements on an existing dirt\gravel road. In the Comprehensive Plan for future paving, generally conforms.
Old Cheney Road, 148 th Street to 190 th Street, 3.0 miles.	Pavement of an existing gravel road, programmed in the plan for paving. This conforms with the Comprehensive Plan.
* Rokeby Road, 56 th Street to 70 th 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.
* West Van Dorn Street, SW 84 th Street to SW 112 th 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 th Street to S. 84 th Street, 0.06 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

PUBLIC COMMENT

From: Stefan Gaspar <stefangaspar777@gmail.com>
Sent: Monday, October 06, 2014 5:19 PM
To: Jean Preister; Marvin S. Krout
Subject: Capital Improvement Projects

Dear Members of the Lincoln Lancaster County Planning Commission:
Dear Mr. Krout:

As a resident at 2501 S 122nd CT in Walton I plead with you to use your Capital Improvement Budget to pave 120th street from Van Dorn Streets to A street.

This section of 120th Street is currently a "gravel road". **I am deeply concerned about the safety of this section of road.**

We have numerous young drivers in our neighborhood. Most of them attend East High School. Last year an East High student was killed on a gravel road near Waverly.

These young drivers are not the only ones who don't adjust their driving style to gravel roads. Gravel roads are not like paved roads. Breaking and turning has to be done with extreme care. We have grain trucks and school buses speeding down this road in excess of 65 miles per hour. Most people who use this stretch of road as a short cut from Highway 34 (as evident by their 20 county license plates) pretend it is a paved road and do well over 55 miles per hour. At this speed there is no possibility of breaking in time to avoid any obstacles. Turning out of our subdivision, the Wheatlands, can be hazardous.

Even worse is the constant dust. It is impossible to follow a car on this road even with proper separation. The dust is so thick that it amounts to driving in a thick plume of fog. Only after the dust settles, is safe passage assured.

The dust generated by this road is so bad that our plants and trees are blanketed by a white dust residue. The dust gets in everywhere. It gets in every crease of our house and yard.

On top of it, the dust is dangerous to those who suffer from allergies and asthma. Because of this dust, our family stopped jogging or biking to the Walton bike trail even though it is less than one mile away. The flying rock is a safety hazard for joggers, bikers and horseback riders.

There are homes on both side of this stretch of road. There is a small section of agricultural use close to A street. The rest is almost completely built out. The Wheatland and Windhook subdivisions feed into 120th street. As a home owner I beg you to use your Capital Improvement budget to pave this stretch of road.

Thank you for your consideration.

Stefan Gaspar
2501 S 122nd CT
Walton, NE 68461

From: Marvin S. Krout
Sent: Tuesday, October 07, 2014 8:12 AM
To: Jean Preister
Subject: comment

From: Scott Deckert [scott.deckert@gmail.com]
Sent: Monday, October 06, 2014 8:44 PM
To: Marvin S. Krout; Jean Preister
Subject: Paving of 112th Street

Hello Mr. Krout and the Planning Department,

I am writing to you today to urge you to pave 112th street from Van Dorn to A street in Walton. This road is becoming a very popular road and the increase in traffic is making this road unsafe. Most all of the neighbors in our area are wishing the paving of this road could be put on the capital improvement projects list in the near future.

Thanks,

Scott Deckert
scott.deckert@gmail.com<<mailto:scott.deckert@gmail.com>>

From: Rahul Razdan <razdanr@yahoo.com>
Sent: Tuesday, October 07, 2014 9:28 AM
To: Jean Preister
Subject: Gravel and dirt road on 120 st

Dear Marvin,

As a physician and father of 3 kids, one of which had the Rsv virus as a baby - I worry about the kids developing asthma because of the dust storm created by all the cars driving on 120th street between a and vandorn. The dust storm migrates into our neighborhood and is a cause for concern. This is one many reasons we believe the road should be paved.

We think 120th Street should be paved from Van Dorn to A Streets.
Why? Here are some of our other concerns

- It is unsafe to break and turn on gravel roads
- Most drivers are not experienced to drive on gravel roads and do not adjust their driving style from an asphalt road to a gravel road. A student at East High lost his life last fall on gravel roads.
- The grain trucks and school busses speed down gravel roads in excess of 65 miles/hour. There is no way that they can stop in time. This is a serious safety problem!
- 120th street is used as a short cut for people coming from Eagle and further east who want to avoid the 84th and O Streets intersection
- The dust during dry periods is so thick that it's like driving in a fog when following a car.
- The dust generated by this gravel road is so bad that the plants and trees are blanketed by white dust. The dust gets in everywhere, in every crease of your house and yard.
- The dust is dangerous to those who suffer from allergies and asthma.
- After heavy rains, the roads become mudslides especially along the bridge.
- Flying rock presents a safety hazard for joggers, bikers and horseback riders.

Thank you

Dr Rahul Razdan
11600 Seabiscuit Ln
Walton, Ne 68461

022

CPC 14021

From: Waltonpond@aol.com
Sent: Thursday, October 09, 2014 10:53 PM
To: Jean Preister; Marvin S. Krout
Subject: Pavaing 120th st between Van Dorn and A streets

Marvin S Krout, Director
Lincoln-Lancaster County Planning Department

Planning Commission

We moved to Bishop Square on south 27th street in 1985. I am embarrassed to admit that when Firethorn was being developed, I glibly remarked that if they wanted to live in Omaha why didn't they just move there-they were so far east!

Then in 1997 we built our home on 120th street between A and Van Dorn . Yes, now we are 1 & 1/2 miles farther east than Firethorn.

We love living here but with one regret-120th is not paved.

We think that it should be paved because of the following:

Lincoln is moving east

Traffic on 120th st has greatly increased

No matter what the season the unpaved road is a problem from the dust or or the quagmire that follows a rain or melting snow

Grain trucks going to the elevator in Walton heavily use 120 th and the dust is a real problem not only for homes along the road but more importantly it is a safety issue for the trucks and the traffic meeting or following them

Of all the street projects being considered in this area, 120th street is the shortest-only one mile- and can make a big impact without having to buy land and carve out new roads

By paving just this one mile it would connect to two other paved streets that would provide alternate access to and from Lincoln

We sincerely appreciate your consideration of this project.

Allison and Gary Petersen
12000 Wheatridge DR
PO Box 248
Walton, NE 68461-0248

402-488-8616

From: Todd Reimers <TReimers@assurity.com>
Sent: Monday, October 13, 2014 9:40 AM
To: Jean Preister; Marvin S. Krout
Subject: Pave 120th Street between A and Van Dorn

Importance: High

Dear City of Lincoln Planning Department,

As you know 120th Street is paved between O Street and A Street. I want you to know that for my family it is very important to get 120th Street paved South of A connecting to Van Dorn which is also paved. We have 6 kids and 3 grandchildren and walk on 120th Street between A and Van Dorn on gravel for exercise. 120th has neighborhoods on both the west side and east side of 120th between A and Van Dorn thus traffic has grown on the road.

In addition to my family, I see people walking and on bikes on the gravel road headed to the MOPAC bike trail and it is obviously dangerous for cyclists, pedestrians, cars, trucks etc. sharing a gravel road. To avoid the risks associated with pedestrians and traffic and create a safe environment I request that you add 120th Street paving to your project list and hope it can be achieved in 2015.

Thank you!

Sincerely ,

Todd W Reimers
2233 South 124th Street

[Join Assurity on the social web!](#)

From: Jean Preister
Sent: Wednesday, October 15, 2014 8:48 AM
Cc: Pamela L. Dingman; Michael D. Brienzo
Subject: Item: 4.1: CPC14021 - Lancaster County 1 and 6 (p.15 - Public Hearing - 10/15/14)

-----Original Message-----

From: Wendy Majorins [<mailto:wendy.majorins@icloud.com>]
Sent: Tuesday, October 14, 2014 11:27 PM
To: Marvin S. Krout
Subject: Paving the road on 120th between Van Dorn and A Street

Greetings:

I am sending this email in regards to paving the road on 120th between Van Dorn and A Street. I travel on this road 4 to 5 times per week and it causes concern. If the day is sunny and dry and a vehicle is driving ahead of me it causes a dust storm that you can't see what is ahead of you. If the day is rainy, there is mud and fear of sliding off the road. Also, vehicles travel at top speeds and would be unable to stop if a car would pull out in front of them due to the gravel.

Thank you for considering this request!

Wendy Majorins

Sent from my iPad

125



Lancaster County
Engineering
444 Cherrycreek
Lincoln, Nebraska

Lancaster County Engineering



Pam Dingman, PE

Lancaster County Engineer

Many members of the Lancaster County
Team are with me tonight

Lancaster County Engineering

This years projects

Right of Way Acquisition

98th Street (From O St south 1.0 mile to A St)

Grading

Pine Lake Road (From South 112th St east 2.5 miles to South 148th St)

Resurfacing

Roca Road (From S 110th St east 3.7 miles to Highway 43)

Sprague Road (From SW 58th St west 4.0 miles to SW 114th St)

Firth Rd (From the Village of Firth east 5.2 miles to Highway 43)

Paving

Saltillo Road (From S 98th St east 1.6 miles to S 120th St)

Lancaster County Engineering

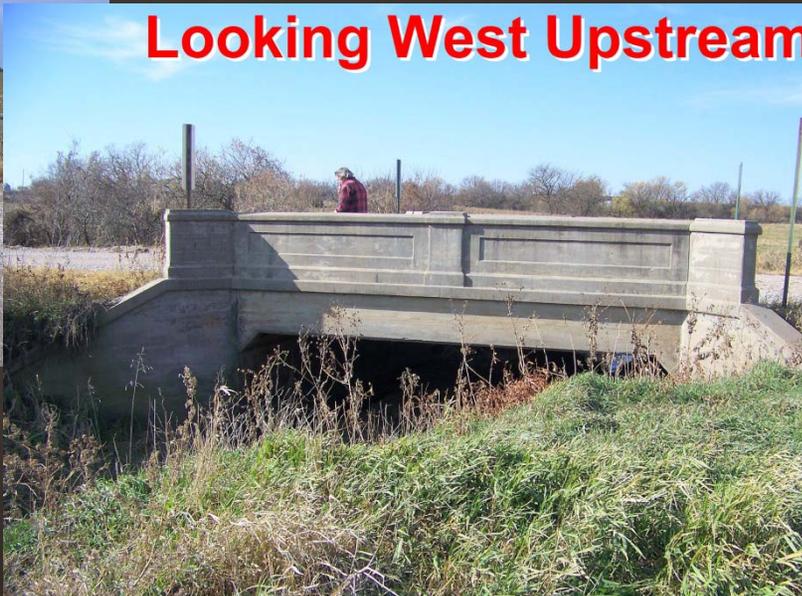
County Bridges

- 297 Bridges & Culverts Over 20 feet
- 80 Over 50 years old

Roadway Looking North



Looking West Upstream



Abutment #2



Lancaster County Engineering

County Bridges

176th South of Waverly Road



Lancaster County Engineering

County Bridges

Raymond Road west of 1st Street



Lancaster County Engineering

County Bridges

West Pioneers Blvd & SW 98th Street



Lancaster County Engineering

Roads

- 272 miles of paved roads of which 80 miles are in need of overlay.
- 10 – 11 miles of overlay are currently in the budget.
- Over 20 miles of roads that are graded and a waiting paving.
- 1.6 miles of new paving are currently in the budget.

Lancaster County Engineering

Public Works Magazine

Federal Highway Trust Fund Crisis

... years and has never been indexed, or adjusted, to keep pace with inflation or to meet identified needs. If Congress had indexed the 1961 federal gas-tax rate of \$0.04/gallon to future annual inflation, the gas tax alone would generate almost \$56 billion this year for Highway Trust Fund investments and there would be no 2014 HTF crisis looming on Oct. 1 that could shut off federal investment for state transportation department highway, bridge, and transit projects during FY 2015.

February 1961	vs.	February 2014
\$0.27	Average U.S. Price Gallon of Gas	\$3.80
\$0.04	Federal Per Gallon Gas Tax	\$0.18
\$0.31 in 2014 Dollars	Federal Per Gallon Gas Tax	\$0.02 in 1961 Dollars

Source: American Road & Transportation Builders Association

Lancaster County Engineering

Road and Bridge Revenue

2014

- Fund Transfer \$6.3 million
- State Revenue \$323,000

2015

- Fund Transfer \$6.2 million
- State Revenue \$329,000

1 AND 6 YEAR
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2015



LANCASTER COUNTY, NE

LANCASTER COUNTY ENGINEERING DEPARTMENT

444 CHERRYCREEK ROAD, BLDG. C

LINCOLN, NE 68528



Lancaster County Engineering

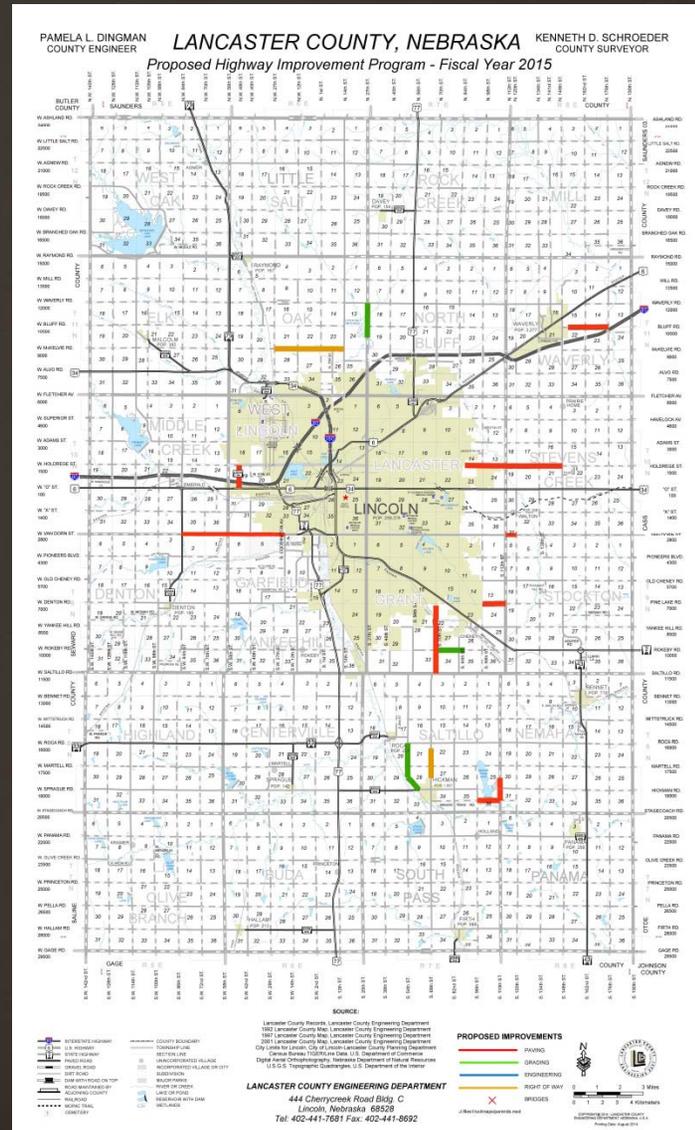
FISCAL YEARS 2015 AND 2016 - 2020

Normally projects that are programmed for work in Fiscal Year 2015 are also included in Fiscal Years 2016 - 2020 being advanced one step.

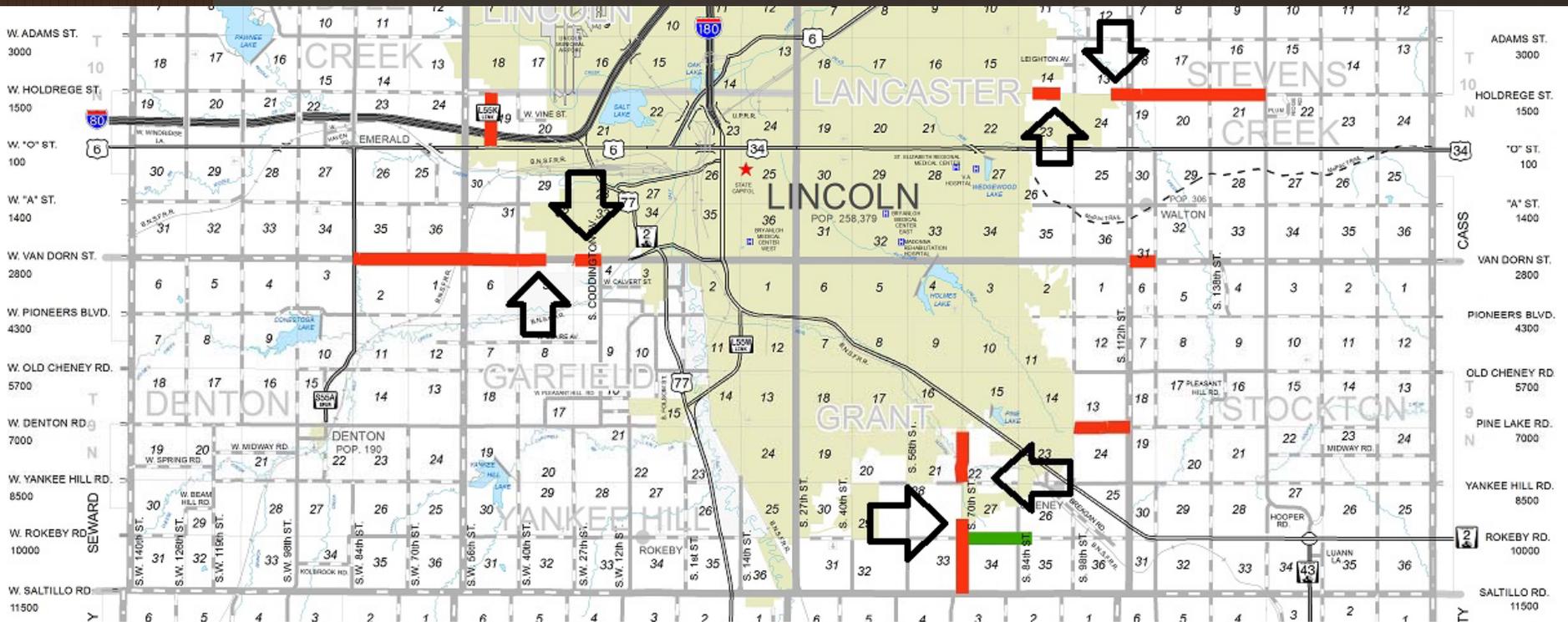
Projects that are included in Fiscal Year 2015 program on a "stand-by" basis are repeated in the Fiscal Years 2016 - 2020 program listings at the next advanced step. They are included on the Fiscal Years 2016 - 2020 map of programmed work at the advanced step.

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 2016 - 2020 listings.

Proposed Highway Improvement Program - Fiscal Year 2015



PAVING IN LANCASTER COUNTY'S JURISDICTION Program - Fiscal Year 2015



Lancaster County Engineering

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL 2015

ROADS

C = County \$3,948,000
L = City of Lincoln \$1,800,000

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
North 27 th Street	C55-G-407(2)	Local	Gravel	166-255	North Bluff	W-18,19	1.5 Miles	Grading and Structures	ROA-1	245,000
*NW 48 th St.	C55-L-410(3)	Other Arterial	Pavement	11,409	W. Lincoln-Garfield	In-29	1.0 Mile	Pavement	Urban Section	*1,100,000(L)
South 54 th Street	C55-S-405(3)	Local	Gravel	174-223	Saltillo	W-21,28	2.0 Miles	Grading and Structures	ROA-1	340,000
*South 70 th Street	C55-P-412(1)	Local	Pavement	2858-5787	Grant	W-22,27,34	2.0 Miles	2 nd Stage Pavement	N/A	*340,000(L)
S. 110 th Street	C55-R-402(2)	Other Arterial	Pavement	246-338	Nemaha	W-30,31	1.0 Mile	2 nd Stage Pavement	N/A	175,000
Bluff Road	C55-H-402(1)	Other Arterial	Gravel	265-344	Waverly	S-15,14	2.0 Miles	Pavement	ROA-1	800,000
*Holdrege St.	C55-JK-408(4)	Local	Pavement	1787-2587	Lancaster Stevens Creek	S-13,14 S-16,17,18	3.2 Miles	2 nd Stage Pavement	N/A	*560,000(L)
Pine Lake Rd.	C55-P-408(2)	Local	Pavement	1001	Grant	S-13	1.0 Mile	2 nd Stage Pavement	N/A	175,000
*Rokeby Rd.	C55-P-427(2)	Local	Gravel	50	Grant	S-26,27	1.25 Miles	Grading and Structures	RUTS	*700,000(L)
E. Van Dorn Street	C55-J-409(3)	Other Arterial	Pavement	472	Stevens Creek	S-31	0.5 Mile	2 nd Stage Pavement	N/A	88,000
*W. Van Dorn Street	C55-LM-404(2)	Other Arterial	Pavement	1459-4611	Middle Creek W. Lincoln-Garfield	S-35,36 S-31,32,33	4.0 Miles	2 nd Stage Pavement	N/A	*700,000(L)
Wagon Train Road	C55-S-406(2)	Other Arterial	Pavement	468	Saltillo	In 36	1.0 Mile	2 nd Stage Pavement	N/A	175,000

*Project to be constructed in cooperation with the City of Lincoln

Lancaster County Engineering

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2015

Page 6
Submitted on 9/17/14

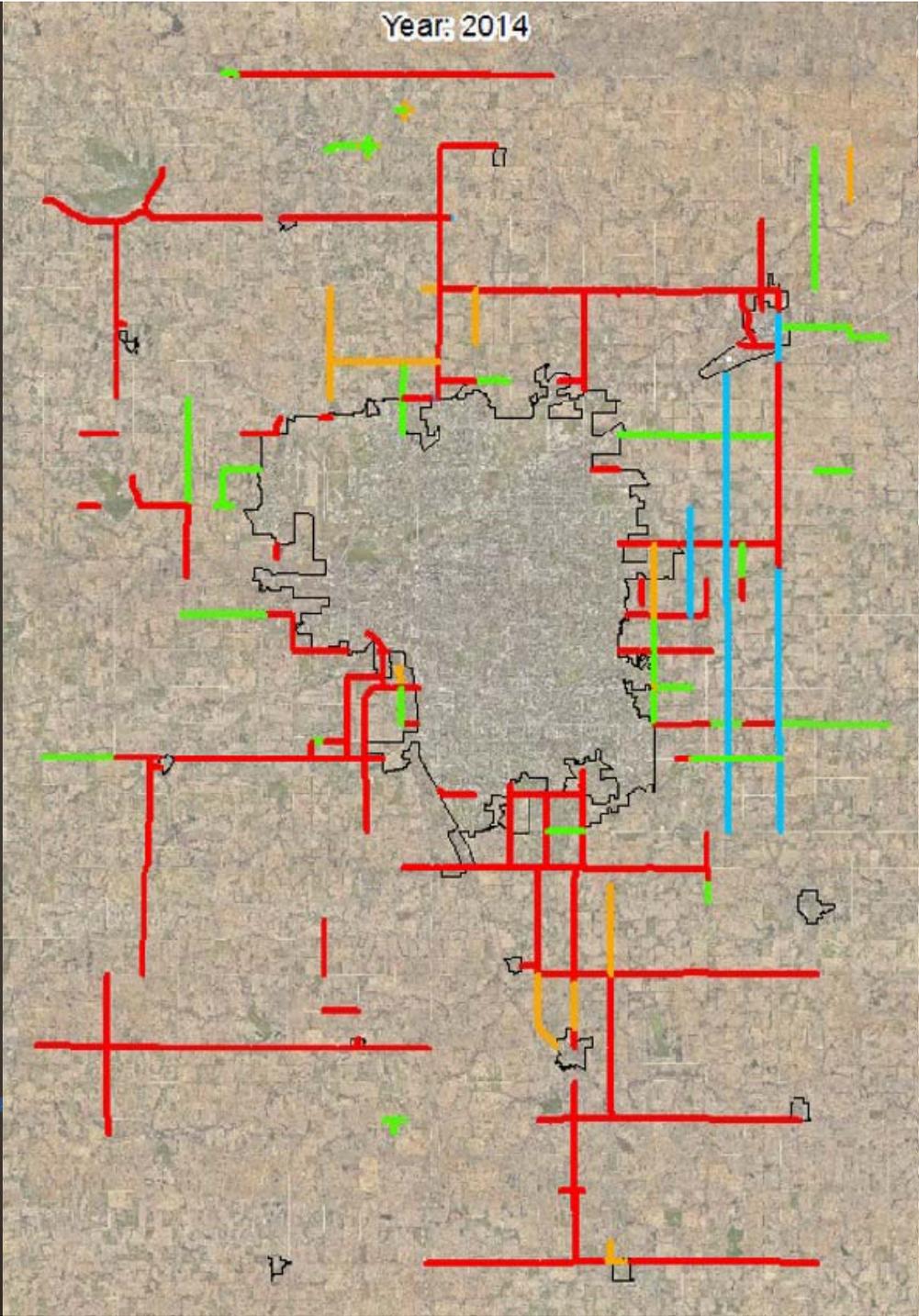
C = County
L = City of Lincoln

ROADS
STANDBY PROJECTS

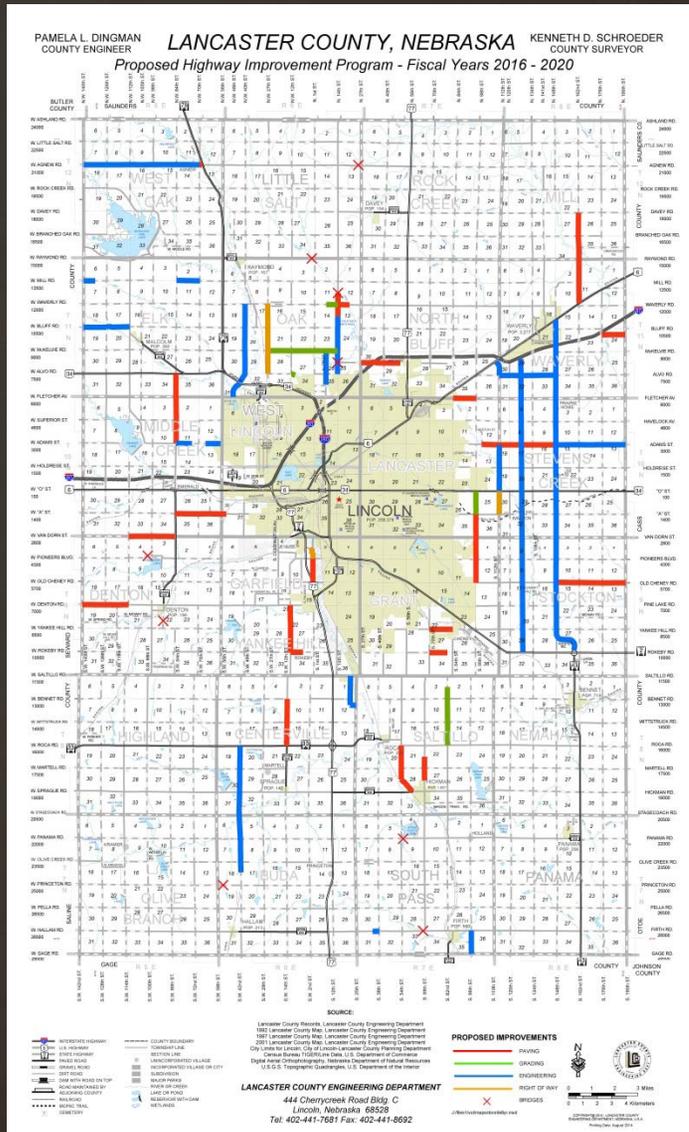
—Transfer into One Year Plan—

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	A.D.T. LATEST COUNT	TOWNSHIP	LOCATION FROM SECTIONS	LENGTH	TYPE OF IMPROVEMENT	DESIGN STANDARD	ESTIMATED COST
S. 1 st Street	C55-O-412(1)	Local	Gravel	371	Yankee Hill	W-2	0.5 Mile	ROW	ROA-1	12,000
SW 12 th St.	C55-O-413(2)	Other Arterial	Pavement	678-1236	Yankee Hill	W-22,27	2.0 Miles	2 nd Stage Pavement	N/A	350,000
N. 112 th St.	C55-J-401(1)	Other Arterial	Gravel	309-316	Stevens Creek	W-18,19	2.0 Miles	Engineering	RUTS	60,000
N. 141 st St.	C55-#11	Local	Dirt	8	Mill	In 16	1.0 Mile	Rock Surfacing	RL-3	8,000
S. 162 nd St.	C55-#109	Local	Dirt	17	Nemaha	W-14	0.25 Mile	Rock Surfacing	RL-3	2,000
W. Agnew Road	C55-D-401(2)	Other Arterial	Gravel	303	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	6	Mill	N-3	0.65 Mile	Rock Surfacing	RL-3	5,200
Bennet Road	C55-#116	Local	Dirt	28	Salttillo	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	6	Little Salt	S-2	1.0 Mile	Rock Surfacing	RL-3	8,000
Rokeby Road	C55-O-410(2)	Collector	Pavement	362	Yankee Hill	S-27	0.5 Mile	2 nd Stage Pavement	N/A	88,000
Wittstruck Road	C55-#108	Local	Dirt	13-18	Nemaha	S-10,11	1.2 Miles	Rock Surfacing	RL-3	9,600

Year: 2014



Proposed Highway Improvement Program - Fiscal Years 2016 - 2020



Lancaster County Engineering

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2016 - 2020

Page 10
Submitted on 9/17/14

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	217	Yankee Hill	W-11	1.0 Mile	Pavement	ROA-1	400,000
N. 7 th Street	C55-F-418(1)	Local	Dirt & Gravel	14-99	Oak	In 26 & 35	1.5 Miles	Engineering	RL-1	20,000
SW 14 th Street	RS- 532(14)	Other Arterial	Gravel	286-321	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	232-3,022	Oak	S-11,12 W-12,13	1.0 Mile	Pavement, Grading & Structures	ROA-1	600,000
S. 25 th Street	C55-T-404(1)	Local	Gravel	134-243	Centerville	In-1,12	1.5 Miles	Engineering	ROA-1	20,000
NW 27 th Street	C55-F-415(3)	Collector	Gravel	212-268	Oak	W-16,21,28	3.0 Miles	ROW	ROA-1	80,000
NW 40 th Street	C55-F-419(1)	Local	Gravel	32-66	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	138-192	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
S. 54 th Street	C55-S-405(3)	Local	Gravel	174-223	Salttillo	W-21,28	2.0 Miles	Pavement	ROA-1	800,000
S. 68 th Street	STPE-3265(7)	Other Arterial	Pavement	4,982-5,251	Salttillo	W-22,27	1.3 Miles	Grading & Structures, Pavement	ROA-1	1,500.00

Lancaster County Engineering

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2016 – 2020

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. 82 nd Street	C55-S-404(4)	Local	Gravel	238-259	Saltillo	W-2,11,14	2.5 Miles	Grading & Structures	ROA-1	300,000
NW 84 th Street	C55-EM- 401(1)	Collector	Gravel	199-253	Elk Middle Creek	W-35 W-11 & 2	3.0 Miles	Pavement	ROA-1	1,200,000
S. 96 th Street	C55-X-403(2)	Local	Gravel	314-378	South Pass	W-36	1.0 Mile	Engineering	ROA-1	15,000
S. 98 th Street	C55-KP-412(1)	Local	Gravel	242	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(3)	Local	Gravel	188	Lancaster	W-36	1.1 Miles	Pavement	RUTS	440,000
S. 98 th Street	C55-KP-412(2)	Local	Gravel	400	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	C55-J-401(1)	Other Arterial	Gravel	243	Stevens Creek	W-30	1.0 Mile	ROW	ROA-1	20,000
N. 148 th St. & S. 148 th 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

Lancaster County Engineering

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2016 – 2020

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
N. 162 nd Street	C55-A-401(5)	Local	Gravel	220-300	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	201-236	Waverly	W-2,11	1.7 Miles	Pavement	ROA-1	680,000
West "A" Street	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
E. Adams Street	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
E. Adams Street	C55-J-411(1)	Local	Gravel	248-363	Stevens Creek	S-10,11,12	3.0 Miles	Engineering	ROA-1	30,000
W. Adams	C55-M-415(2)	Local	Gravel	223-326	Middle	S-11,12	1.6 Miles	Engineering	ROA-1	20,000
W. Agnew	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	119-182	Waverly	S-28,29,30	2.5 Miles	Engineering	ROA-1	25,000
Arbor Road	C55-G-408(1)	Local	Gravel	315-370	North Bluff	In-29,30	1.75 Miles	Pavement	ROA-1	700,000
Bluff Road	C55-H-402(1)	Other Arterial	Gravel	213	Waverly	In 23,24	1.2 Miles	Pavement	ROA-1	480,000

Lancaster County Engineering

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2016- 2020

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. Bluff Road	C55-E-406(2)	Local	Gravel	127-210	Elk	S-17,18	2.0 Miles	Engineering	ROA-1	20,000
W. Denton Road	C55-N-404(1)	Collector	Gravel	235-447	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	235	North Bluff	S-35	1.0 Mile	Pavement	ROA-1	400,000
McKelvie Road	C55-F-405(1)	Local	Gravel	82-121	Oak	S-21,22,23	3.0 Miles	Grading & Structures	ROA-1	600,000
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	15	Elk	S-2	1.0 Mile	Engineering	RL-3	10,000
Old Cheney Road	C55-Q-407(2)	Collector	Gravel	347-502	Stockton	S-10,11,12	3.0 Miles	Pavement	ROA-1	1,200,000
*Rokeby Road	C55-P-427(1)	Local	Gravel	150	Grant	S-27	0.7 Mile	Pavement	ROA-1	*700,000
W. Van Dorn	C55-M-404(5)	Other Arterial	Gravel	271-337	Middle Creek	S-33,34	2.0 Miles	Pavement	ROA-1	800,000
*Yankee Hill Road	C55-P-425(2)	Local	Gravel	522	Grant	S-22	.06 Mile	Pavement	ROA-1	240,000

*Project to be constructed in cooperation with the City of Lincoln

Lancaster County Engineering

Closing Thoughts!

1 AND 6 YEAR

ROAD AND BRIDGE CONSTRUCTION PROGRAM

FISCAL YEAR 2015



LANCASTER COUNTY, NE

LANCASTER COUNTY ENGINEERING DEPARTMENT

444 CHERRYCREEK ROAD, BLDG. C

LINCOLN, NE 68528



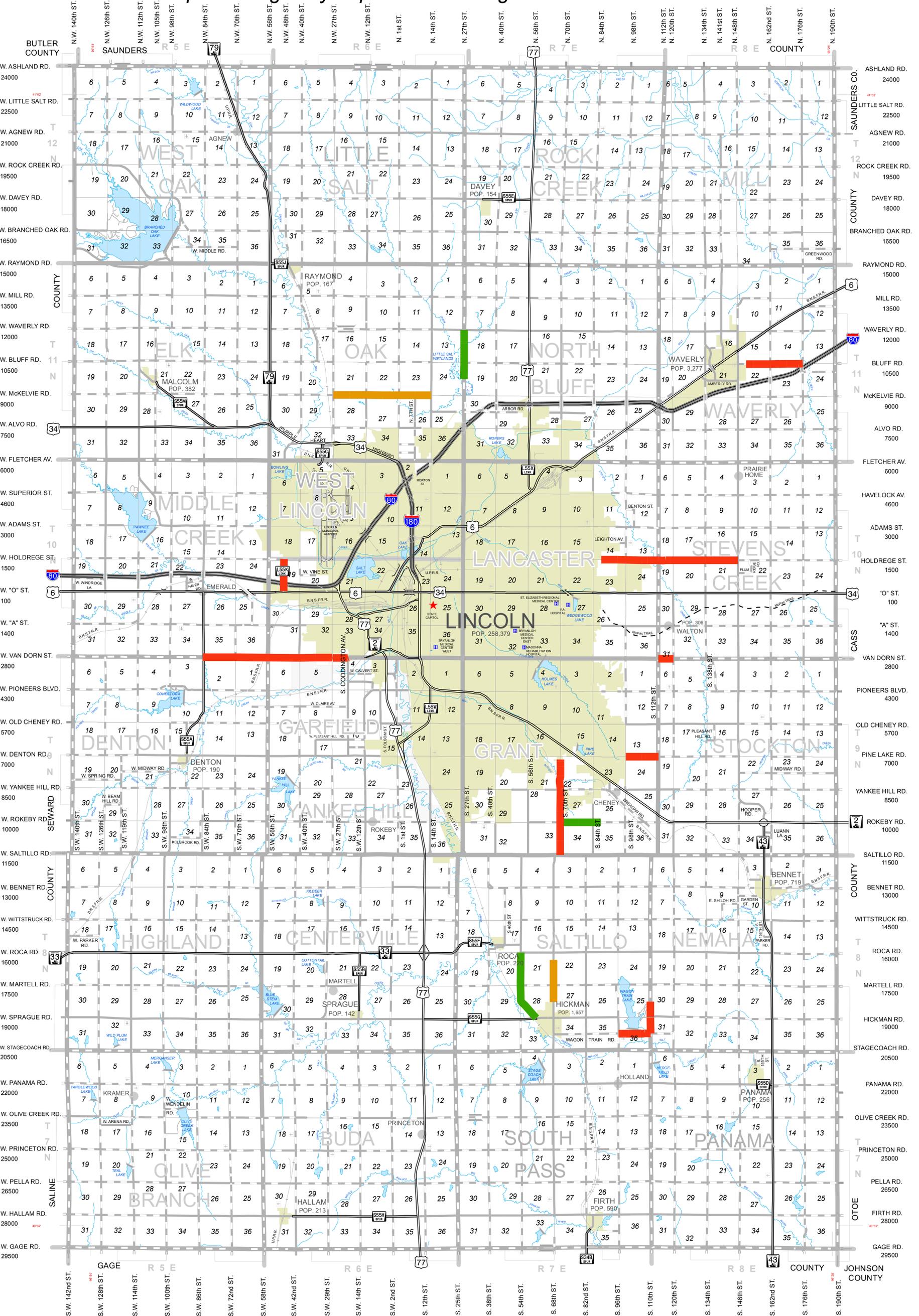
FISCAL YEARS 2015 AND 2016 - 2020

Normally projects that are programmed for work in Fiscal Year 2015 are also included in Fiscal Years 2016 - 2020 being advanced one step.

Projects that are included in Fiscal Year 2015 program on a "stand-by" basis are repeated in the Fiscal Years 2016 - 2020 program listings at the next advanced step. They are included on the Fiscal Years 2016 - 2020 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 2016 - 2020 listings.

Proposed Highway Improvement Program - Fiscal Year 2015



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

- COUNTY BOUNDARY
- TOWNSHIP LINE
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- RIVER OR CREEK
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- 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

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LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL 2015

ROADS

C = County \$3,948,000
L = City of Lincoln \$1,800,000

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
North 27th Street	C55-G-407(2)	Local	Gravel	166-255	North Bluff	W-18,19	1.5 Miles	Grading and Structures	ROA-1	245,000
*NW 48 th St.	C55-L-410(3)	Other Arterial	Pavement	11,409	W. Lincoln-Garfield	In-29	1.0 Mile	Pavement	Urban Section	*1,100,000(L)
South 54 th Street	C55-S-405(3)	Local	Gravel	174-223	Saltillo	W-21,28	2.0 Miles	Grading and Structures	ROA-1	340,000
*South 70 th Street	C55-P-412(1)	Local	Pavement	2858-5787	Grant	W-22,27,34	2.0 Miles	2 nd Stage Pavement	N/A	*340,000(L)
S. 110 th Street	C55-R-402(2)	Other Arterial	Pavement	246-338	Nemaha	W-30,31	1.0 Mile	2 nd Stage Pavement	N/A	175,000
Bluff Road	C55-H-402(1)	Other Arterial	Gravel	265-344	Waverly	S-15,14	2.0 Miles	Pavement	ROA-1	800,000
*Holdrege St.	C55-JK-408(4)	Local	Pavement	1787-2587	Lancaster Stevens Creek	S-13,14 S-16,17,18	3.2 Miles	2 nd Stage Pavement	N/A	*560,000(L)
Pine Lake Rd.	C55-P-408(2)	Local	Pavement	1001	Grant	S-13	1.0 Mile	2 nd Stage Pavement	N/A	175,000
*Rokeby Rd.	C55-P-427(2)	Local	Gravel	50	Grant	S-26,27	1.25 Miles	Grading and Structures	RUTS	*700,000(L)
E. Van Dorn Street	C55-J-409(3)	Other Arterial	Pavement	472	Stevens Creek	S-31	0.5 Mile	2 nd Stage Pavement	N/A	88,000
*W. Van Dorn Street	C55-LM-404(2)	Other Arterial	Pavement	1459-4611	Middle Creek W. Lincoln-Garfield	S-35,36 S-31,32,33	4.0 Miles	2 nd Stage Pavement	N/A	*700,000(L)
Wagon Train Road	C55-S-406(2)	Other Arterial	Pavement	468	Saltillo	In 36	1.0 Mile	2 nd Stage Pavement	N/A	175,000

*Project to be constructed in cooperation with the City of Lincoln

C = County
L = City of Lincoln

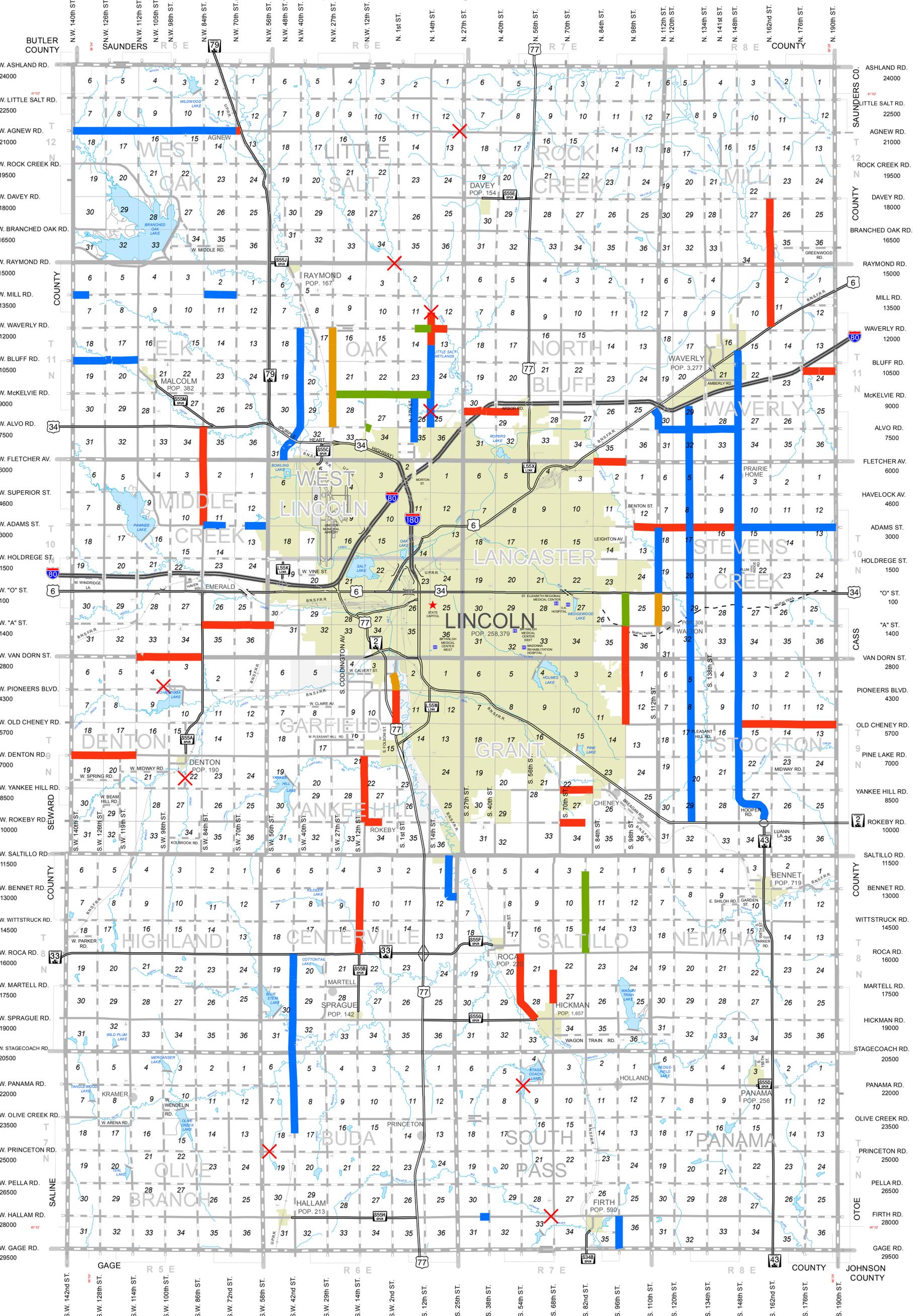
LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2015

ROADS
STANDBY PROJECTS

—Transfer into One Year Plan—

ROAD OR STREET	PROJECT NO.	CLASSIFICATION	EXISTING SURFACE	A.D.T. LATEST COUNT	TOWNSHIP	LOCATION FROM SECTIONS	LENGTH	TYPE OF IMPROVEMENT	DESIGN STANDARD	ESTIMATED COST
S. 1 st Street	C55-O-412(1)	Local	Gravel	371	Yankee Hill	W-2	0.5 Mile	ROW	ROA-1	12,000
SW 12 th St.	C55-O-413(2)	Other Arterial	Pavement	678-1236	Yankee Hill	W-22,27	2.0 Miles	2 nd Stage Pavement	N/A	350,000
N. 112 th St.	C55-J-401(1)	Other Arterial	Gravel	309-316	Stevens Creek	W-18,19	2.0 Miles	Engineering	RUTS	60,000
N. 141 st St.	C55-#11	Local	Dirt	8	Mill	In 16	1.0 Mile	Rock Surfacing	RL-3	8,000
S. 162 nd St.	C55-#109	Local	Dirt	17	Nemaha	W-14	0.25 Mile	Rock Surfacing	RL-3	2,000
W. Agnew Road	C55-D-401(2)	Other Arterial	Gravel	303	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	6	Mill	N-3	0.65 Mile	Rock Surfacing	RL-3	5,200
Bennet Road	C55-#116	Local	Dirt	28	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	6	Little Salt	S-2	1.0 Mile	Rock Surfacing	RL-3	8,000
Rokeby Road	C55-O-410(2)	Collector	Pavement	362	Yankee Hill	S-27	0.5 Mile	2 nd Stage Pavement	N/A	88,000
Wittstruck Road	C55-#108	Local	Dirt	13-18	Nemaha	S-10,11	1.2 Miles	Rock Surfacing	RL-3	9,600

Proposed Highway Improvement Program - Fiscal Years 2016 - 2020



SOURCE:

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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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LANCASTER COUNTY ENGINEERING DEPARTMENT

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LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2016 - 2020

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	217	Yankee Hill	W-11	1.0 Mile	Pavement	ROA-1	400,000
N. 7 th Street	C55-F-418(1)	Local	Dirt & Gravel	14-99	Oak	In 26 & 35	1.5 Miles	Engineering	RL-1	20,000
SW 14 th Street	RS- 532(14)	Other Arterial	Gravel	286-321	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	232-3,022	Oak	S-11,12 W-12,13	1.0 Mile	Pavement, Grading & Structures	ROA-1	600,000
S. 25 th Street	C55-T-404(1)	Local	Gravel	134-243	Centerville	In-1,12	1.5 Miles	Engineering	ROA-1	20,000
NW 27 th Street	C55-F-415(3)	Collector	Gravel	212-268	Oak	W-16,21,28	3.0 Miles	ROW	ROA-1	80,000
NW 40 th Street	C55-F-419(1)	Local	Gravel	32-66	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	138-192	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
S. 54 th Street	C55-S-405(3)	Local	Gravel	174-223	Saltillo	W-21,28	2.0 Miles	Pavement	ROA-1	800,000
S. 68 th Street	STPE-3265(7)	Other Arterial	Pavement	4,982-5,251	Saltillo	W-22,27	1.3 Miles	Grading & Structures, Pavement	ROA-1	1,500.00

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2016 – 2020

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. 82 nd Street	C55-S-404(4)	Local	Gravel	238-259	Saltillo	W-2,11,14	2.5 Miles	Grading & Structures	ROA-1	300,000
NW 84 th Street	C55-EM- 401(1)	Collector	Gravel	199-253	Elk Middle Creek	W-35 W-11 & 2	3.0 Miles	Pavement	ROA-1	1,200,000
S. 96 th Street	C55-X-403(2)	Local	Gravel	314-378	South Pass	W-36	1.0 Mile	Engineering	ROA-1	15,000
S. 98 th Street	C55-KP-412(1)	Local	Gravel	242	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(3)	Local	Gravel	188	Lancaster	W-36	1.1 Miles	Pavement	RUTS	440,000
S. 98 th Street	C55-KP-412(2)	Local	Gravel	400	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	C55-J-401(1)	Other Arterial	Gravel	243	Stevens Creek	W-30	1.0 Mile	ROW	ROA-1	20,000
N. 148 th St. & S. 148 th 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

LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2016 – 2020

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
N. 162 nd Street	C55-A-401(5)	Local	Gravel	220-300	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	201-236	Waverly	W-2,11	1.7 Miles	Pavement	ROA-1	680,000
West "A" Street	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
E. Adams Street	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
E. Adams Street	C55-J-411(1)	Local	Gravel	248-363	Stevens Creek	S-10,11,12	3.0 Miles	Engineering	ROA-1	30,000
W. Adams	C55-M-415(2)	Local	Gravel	223-326	Middle	S-11,12	1.6 Miles	Engineering	ROA-1	20,000
W. Agnew	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	119-182	Waverly	S-28,29,30	2.5 Miles	Engineering	ROA-1	25,000
Arbor Road	C55-G-408(1)	Local	Gravel	315-370	North Bluff	In-29,30	1.75 Miles	Pavement	ROA-1	700,000
Bluff Road	C55-H-402(1)	Other Arterial	Gravel	213	Waverly	In 23,24	1.2 Miles	Pavement	ROA-1	480,000

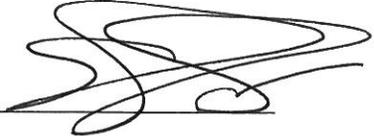
LANCASTER COUNTY
ROAD AND BRIDGE CONSTRUCTION PROGRAM
FISCAL YEAR 2016- 2020

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. Bluff Road	C55-E-406(2)	Local	Gravel	127-210	Elk	S-17,18	2.0 Miles	Engineering	ROA-1	20,000
W. Denton Road	C55-N-404(1)	Collector	Gravel	235-447	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	235	North Bluff	S-35	1.0 Mile	Pavement	ROA-1	400,000
McKelvie Road	C55-F-405(1)	Local	Gravel	82-121	Oak	S-21,22,23	3.0 Miles	Grading & Structures	ROA-1	600,000
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	15	Elk	S-2	1.0 Mile	Engineering	RL-3	10,000
Old Cheney Road	C55-Q-407(2)	Collector	Gravel	347-502	Stockton	S-10,11,12	3.0 Miles	Pavement	ROA-1	1,200,000
*Rokeby Road	C55-P-427(1)	Local	Gravel	150	Grant	S-27	0.7 Mile	Pavement	ROA-1	*700,000
W. Van Dorn	C55-M-404(5)	Other Arterial	Gravel	271-337	Middle Creek	S-33,34	2.0 Miles	Pavement	ROA-1	800,000
*Yankee Hill Road	C55-P-425(2)	Local	Gravel	522	Grant	S-22	.06 Mile	Pavement	ROA-1	240,000

*Project to be constructed in cooperation with the City of Lincoln

As a member of the Wheatlands Homeowners Assoc., I am in favor of paving 120th Street between A Street and Van Dorn Street.

STEFAN G. STAR 2501, S 122nd CT 

Steph Wanner

2400 S. 124th St

Larry L. Petersen

12000 WHEATRIDGE DRIVE

Alan D. Petersen

12000 WHEATRIDGE DR

Fred W. Lind

2233 S 124th

Subjimus

2233 S. 124th

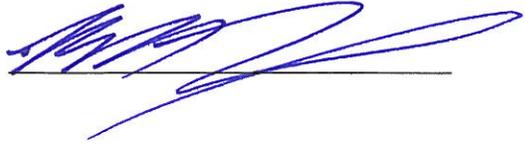
Allie Rayner

2501 S. 122nd St

Carly

2500 S. 122nd St.

As a homeowner using 120th street regularly, I am in favor of paving 120th Street between A Street and Van Dorn Street.



RIGNOX 2050 S 116th Cir
