

COUNTY BOARD SUMMARY REPORT

TO : Monet McCullen, County Clerk's Office
FROM : David R. Cary, Director of Planning
DATE : October 1, 2018
RE : **County Comprehensive Plan Conformance No. 18015**
Lancaster County Road and Bridge Construction Program,
Fiscal Years 2019 and 2020-2024

Attached is the staff report (pp.1-12), the minutes of the Planning Commission meeting (pp.23-24) and the maps/tables identifying projects (pp.14-22) for the proposed **LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM, FISCAL YEARS 2019 AND 2020-2024**, 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: <http://lancaster.ne.gov/engineer/Draft16Yr2019.pdf> (Key word: "Engineer").

1. The staff recommendation to find the proposed Program to be in general conformance with the current 2040 Lincoln City-Lancaster County Comprehensive Plan is based upon the staff analysis (see p.2), concluding that pavement and grading projects within the proposed *Lancaster County Road and Bridge Construction Program, FY 2019 and 2020-2024* have been reviewed with regard to their 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 cooperate in administering all phases of the road and street programs. Coordination of project operations and construction improves efficiencies and economics and results in a better transition from county roads to city streets.

The overall finding and recommendation is that the Planning Commission find the proposed *Lancaster County Road and Bridge Construction Program for FY 2019 and 2020-2024*, to be generally in conformance with the current *2040 Lincoln City-Lancaster County Comprehensive Plan*. The staff presentation and discussion with the Commission is found on pp.23-24.

2. Testimony of Pam Dingman, Lancaster County Engineer, is found on p.23.
3. There was no testimony in support or in opposition.
4. On September 26, 2018, the Planning Commission agreed with the staff findings and recommendation and voted 9-0 to find the proposed Program to be in general conformance with the current 2040 Comprehensive Plan.

This proposal is scheduled for public hearing before the Lancaster County Board of Commissioners on **Tuesday, October 9, 2018, at 6:30 p.m.**

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

F:\devreview\factsheets\summary reports\cb\2018\CPC18015 County 1 and 6

cc: County Board
Kerry Eagan, County Commissioners
Jenifer Holloway, Deputy County Attorney
Pam Dingman, County Engineer
Mike Brienzo, Planning

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER Comprehensive Plan Conformance #18015	FINAL ACTION? No
PLANNING COMMISSION HEARING DATE September 26, 2018	RELATED APPLICATIONS None

RECOMMENDATION: IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

PROPOSAL:

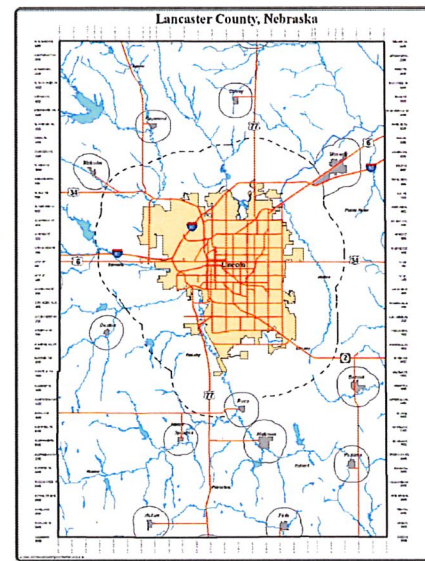
Pursuant to Resolution 1521, passed by the Board of County Commissioners on December 30, 1958, the Planning Commission is to review the proposed *Lancaster County Road and Bridge Construction Program, Fiscal Years 2019 and 2020-2024* with regard to its conformity with the Comprehensive Plan.

CONCLUSION:

Pavement and grading projects within the proposed *Lancaster County Road and Bridge Construction Program, FY 2019 and 2020-2024* have been reviewed with regard to their 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 cooperate in administering all phases of the road and street programs. Coordination of project operations and construction improves efficiencies and economics and results in a better transition from county roads to city streets.

The overall finding and recommendation is that the Planning Commission find the proposed *Lancaster County Road and Bridge Construction Program for FY 2019 and 2020-2024*, to be generally in conformance with the current *2040 Lincoln City-Lancaster County Comprehensive Plan*.



APPLICATION CONTACT

Pam Dingman, County Engineer
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STAFF CONTACT

Michael D. Brienzo,
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COMPATIBILITY WITH THE COMPREHENSIVE PLAN

Staff Analysis:

The Lancaster County Rural Road Projects on map 10.18 (page 10.63) and table 10.10 (page 10.64) in the transportation element of the *current 2040 Lincoln City-Lancaster County Comprehensive Plan* shows categories of roads which include: existing paved county roads, County Projects, future road openings programmed for paving, and potential road closures. County road improvements beyond the current Lincoln Urban Area are considered candidates for paving on the Future Rural Road Project Needs analysis, map 10.11 (page 10.38). The emphasis of the *Lancaster County Road and Bridge Construction Program* is placed on the projects identified as funded/committed paving improvements over the life of the plan.

The Lincoln-Lancaster County Comprehensive Plan anticipates many changes over the planning period. Changing demographics and employment patterns will create challenges for provision of transportation services and facilities. At the same time, the Lancaster County Engineer faces significant financial challenges in the care and maintenance of an aging system as well as the changing demand for alternative transportation options.

“There are 1,486 miles of rural roadways in Lancaster County that are managed by either the State of Nebraska or Lancaster County. The state manages all Interstate, U.S. and State Highways which make up more than 170 miles of rural highways. The County Engineer manages approximately 1,304 miles of roads in the rural road system of which approximately 1,022 miles are gravel surfaced, 237 miles are paved or asphalt, and about 43 miles remain unimproved dirt roads.” (2040 Comprehensive Plan, page 10.15)

The 2040 Comprehensive Plan recognizes that the needs of Lancaster County outweigh the capital resources that are available during the planning horizon. Improvements to the rural road system will occur throughout the County but 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.

“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 10.37)

County roads identified in the Plan are identified as priority projects based upon a system wide priority setting analysis for the planning period. These roads function as arterials, collectors, or local roads. The program schedule for improvements depend largely upon the availability of funding and the determination of current system needs. 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, road maintenance and safety improvements. Outside the City of Lincoln, the Comprehensive Plan specifically identifies existing paved, future paved roads, programmed paving, potential two lane widening 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.

2nd-stage pavement

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

Second-stage paving projects are focused on existing paved roads that require an asphalt overlay and are maintenance projects. These are not specifically identified in the Comprehensive Plan but are system maintenance projects considered to be in general conformance with the Plan.

The following 2040 Comprehensive Plan maps/tables were used for this review:

- Rural Road Project Needs map 10.11 (page 10.38) to review “Existing Paved Roads” and “Funded/Committed Paving” projects;
- Rural Road Projects map 10.18 (page 10.63) and table 10.10 (page 10.64) to review Roadway Project Programming Priorities;
- Urban Area Fiscally Constrained Roadway Plan map 10.17 (page 10.61) and table 10.9 (page 10.60) to coordinate with urban area project programming priorities;
- Existing Functional Classification, map 10.3 (page 10.14)

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 are in conformance with the long-range transportation plan as reflected in the *Lincoln City-Lancaster County Comprehensive Plan*.

Attached is a summary *Improvement Projects Listing 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	Completed in FY 2018		FY 2019	
	Roads	Bridges	Roads	Bridges
County	\$4,944,770	\$2,387,681	\$6,960,500	\$2,482,500
City of Lincoln	\$ 0	\$ 0	\$ 0	\$ 0
Other Sources (NEMA)	\$ 0	\$ 0	\$ 0	\$112,500
State	\$ 0	\$ 0	\$ 0	\$ 0
Federal	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL	\$4,944,770	\$2,387,681	\$6,960,500	\$2,595,000

Program Funding is primarily with Lancaster County funds through the County budgeting process. Other funds are obtained through the Nebraska Department of Transportation federal funds purchase program. In this program, the State purchases federal aid transportation funds from the county which allows the county to tailor projects to better meet their highway and bridge needs. Bridge replacement projects are costly and the County Engineer applies for federal-aid funding along with local funds to rehabilitate and replace deficient county bridges. Standby projects listed for FY 2019 are on the condition of receiving additional funds or the completion of construction agreements. The City of Lincoln contributes funds when projects are being coordinated with the County. The State may provide partial funding for road safety projects, State Recreation Roads and NEMA Hazard Mitigation for county bridges.

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. The current interlocal RUTS agreement (currently under review) is to provide 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 to improve efficiencies and economics resulting from unified operations and construction and a better transition from county roads to city streets. This planning provision promotes consistency between transportation improvements and planned urban development.

Lancaster County Bridge Program

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

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

Ten (10) bridge projects are identified for improvement in 2019 that include 4 engineering, 1 for scour repairs, 4 box culvert replacements, and one new 140' slab bridge. (page 8 of the One and Six Year Program).

Environmental Compatibility

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

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."

Report Prepared by:

Michael D. Brienzo, Transportation Planner
Lincoln MPO / Lincoln-Lancaster Planning Department
(402) 441-6369 or mbrienzo@lincoln.ne.gov

Date: September 10, 2018

Applicant:

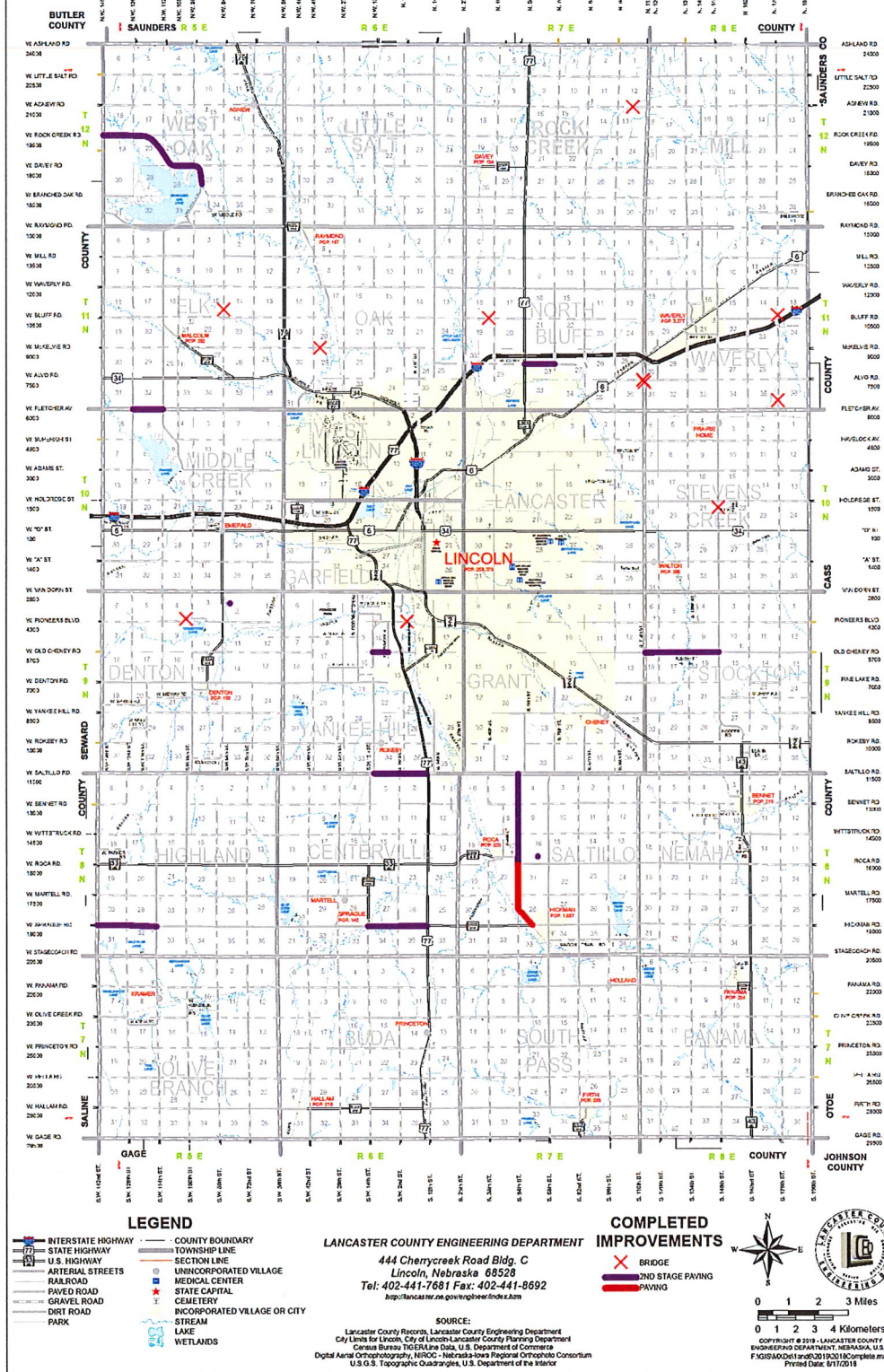
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PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

Completed Roadway Improvements - through 2018

KENNETH D. SCHROEDER
COUNTY SURVEYOR



Improvement Projects Listing on New and Existing Paved Roads

Road Projects Completed in FY 2018

Improvement Projects as 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

The 2nd-stage paving projects are focused on an existing paved roads that require an asphalt overlay and are considered maintenance projects. These are not specifically identified in the Comprehensive Plan but are system maintenance projects and are in general conformance with the Plan.

- S 54th Street (Saltillo Road to Roca Road), 3.0 miles
- Arbor Road (N 56th Street to N 70th Street), 1.0 mile
- Branched Oak Lake Rec Road, 4.2 miles
- W. Fletcher Avenue (NW 126th St. to NW 112th St.), 1.0 mile
- Meadow View Subdivision, 0.5 miles
- Old Cheney Road (S 112th St. to S 148th Street), 2.5 miles
- W Old Cheney Road (SW 12th to Street Hwy 77), 1.0 mile
- The Preserve at Cross Creek Subdivision (1st, 2nd and 4th Addition), 1.4 miles
- W Saltillo Road (SW 12th Street to Hwy 77), 2.0 miles
- W Sprague Road (SW 14th Street to Hwy 77), 2.0 miles
- W Sprague Road (SW 114th St to SW 142nd Street), 2.0 miles

Pavement of an existing gravel road. New pavement of an existing gravel road are projects that are specifically programmed in the Comprehensive Plan for paving require a finding of conformance with the Plan.

- S 54th Street (Roca Road to City of Hickman), 2.2 [Pavement of an existing gravel road]

Bridge Projects Completed in FY 2018

Concrete Box Culvert replaced and upgraded.

- NW 84th Street (E-117) Elk W-14
- N 148th Street (J-143) Stevens Creek W-22 ^
- N 176th Street (H-211) Waverly W-36
- Agnew Road (B-147) Rock Creek S-12
- Alvo Road (G-111) North Bluff S-25 ^
- Bluff Road (G-144) North Bluff S-18 ^

- W McKelvie Road (F-225) Oak S-20 ^
- W Pioneers Boulevard (N-19) Denton IN-4

Scour Repair. Bridge structures were maintained with minor and major repairs.

- N 112th Street (H-66) Waverly W-31
- N 176th Street (H-119) Waverly W-13
- W Pioneers Boulevard (O-175) * Yankee Hill S-2
** Part of an interlocal agreement with Lower Platte South NRD*

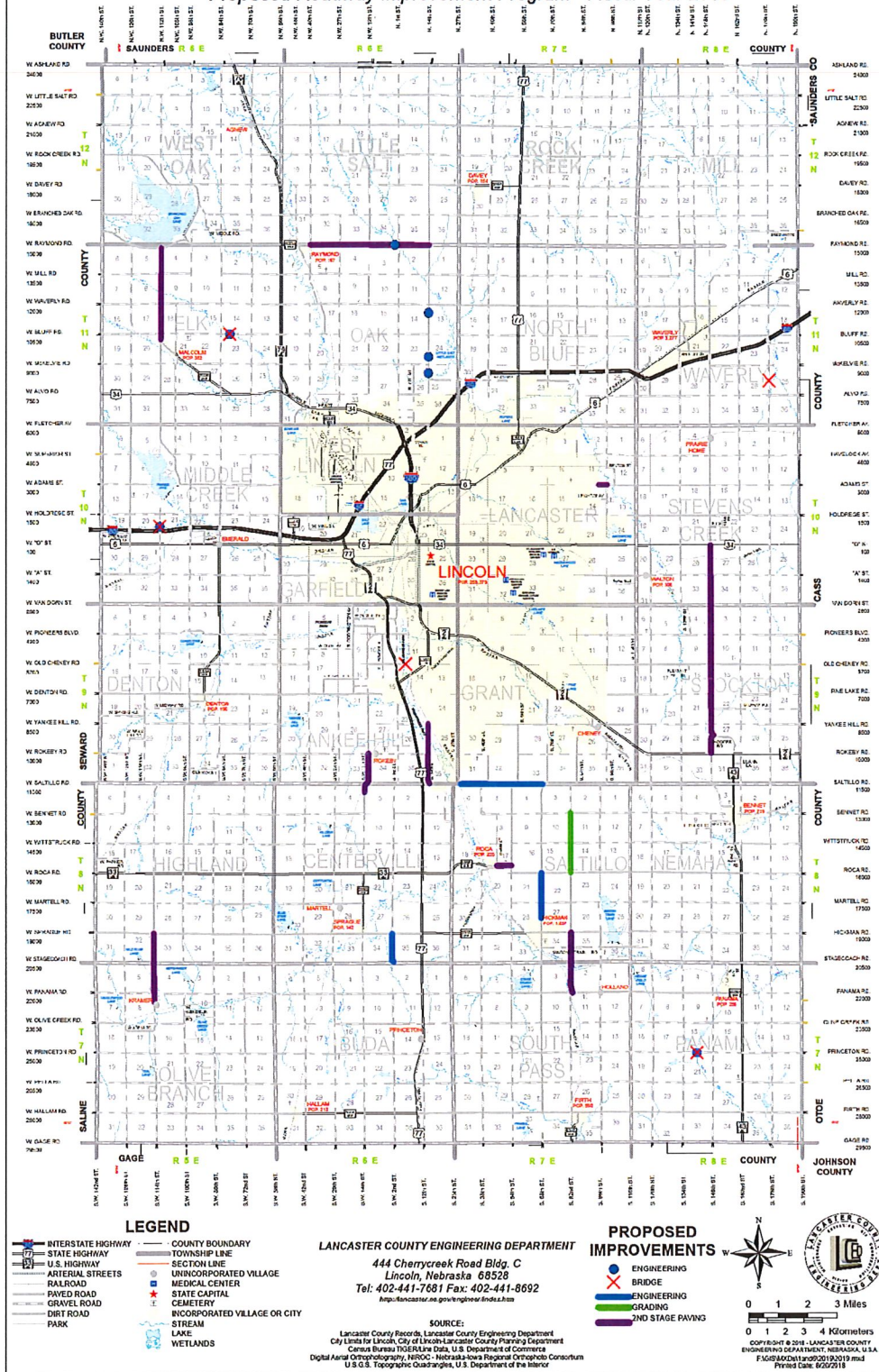
^ Carry-over project from FY 2018 to be completed in FY 2019

PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

Proposed Roadway Improvement Program - Fiscal Year 2019

KENNETH D. SCHROEDER
COUNTY SURVEYOR



Road Projects Programmed for FY 2019

Improvement Projects as 2nd-stage pavement on an existing paved road and are in general conformance with the Comprehensive Plan.

- SW 12th (W Rokeby Rad to 12000 SW 12th Street), 1.25 miles
- S 14th Street (Saltillo Road to Yankee Hill Road), 2.0 miles
- S 82nd Street (Pannama Road to Hickman Road), 2.0 miles
- NW 112th Street (W Raymond Road to Village of Malcolm), 4.0 miles
- SW 114th Street (W Sprague Road to Village of Kramer), 2.6 miles
- S 148th Street (O Street to Rokeby Road), 7.0 miles
- Adams Street (Stevens Creek to City of Lincoln), 0.5 miles
- Raymond Road (N 14th Street to Village of Raymond), 4.5 miles
- Roca Road (S 46th Street to S 56th Street), 0.5 miles

Engineering for improvements on an existing gravel road for intersection improvements. This is in general conformance with the Comprehensive Plan.

- SW 12th (W Stagecoach Road), The Lower Platte South NRD is working with the Natural Resources Conservation Services (NRCS) on intersection improvements at SW 2nd Street and W Stagecoach Road.

Engineering and Environmental review for improvements on an existing paved road. These are in general conformance with the Comprehensive Plan.

- S 68th Street (Roca Road to City of Hickman), 1.3 miles
- Saltillo Road (S 27th Street to S 68th Street), 3.0 miles

Grading for future paving of an existing gravel road and is in conformance with the Comprehensive Plan.

- S 82nd Street (Roca Road to Bennet Road), 2.0 miles

Road Projects Programmed as FY 2019 Standby Projects

Engineering and right of way for a future freeway. This is in conformance with the Comprehensive Plan. Funding is being coordinated with the City of Lincoln.

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

Pavement of an existing gravel road. New pavement of an existing gravel road are projects that are specifically programmed in the Comprehensive Plan for paving require a finding of conformance with the Plan.

- SW 14th Street (Highway 33 to Bennet Road), 2.0 miles
- S 98th Street (Old Cheney Road to Van Dorn Street), 2.0 miles

- N 162nd Street (Highway 6 to Davey Road), 4.0 miles

Bridge Projects Programmed for FY 2019

Engineering for future Bridge improvements. These are in conformance with the Comprehensive Plan.

- N 14th Street (F-78) in Oak Township, W-25 [Engineering]
- N 14th Street (F-82) in Oak Township, W-24 [Engineering]
- N 14th Street (F-86) in Oak Township, W-13 [Engineering]

Engineering and Concrete Box Culvert replaced and upgraded. These are in general conformance with the Comprehensive Plan.

- NW 112th Street (M-164) in Middle Creek Township, W-21 [Engineering, Concrete Box Culvert]
- W Bluff Road (E-171) in Elk Township, S-14 [Engineering, Concrete Box Culvert]
- W Princeton Road (Y-181) in Panama Township, S-16 [Engineering, Concrete Box Culvert]

Concrete Box Culvert replaced and upgraded. These are in general conformance with the Comprehensive Plan.

- N 176th Street (H-115) in Waverly Township, W-25 [Concrete Box Culvert]
National Emergency Management Association (NEMA)

Scour Repair. Bridge structures were maintained with minor and major repairs.

- W Old Cheney Road (O-37) in Yankee Hill Township, S-11 [Scour Repair]

Bridge replacement and bridge structures, in general conformance with the Comprehensive Plan.

- W Raymond Road Bridge (C-91) at Little Salt Creek in Little Salt Township, S-34 [140' CCS concrete slab bridge]

Bridge Projects Programmed as FY 2019 Standby Projects

Engineering and Concrete Box Culvert replaced and upgraded. These are in general conformance with the Comprehensive Plan.

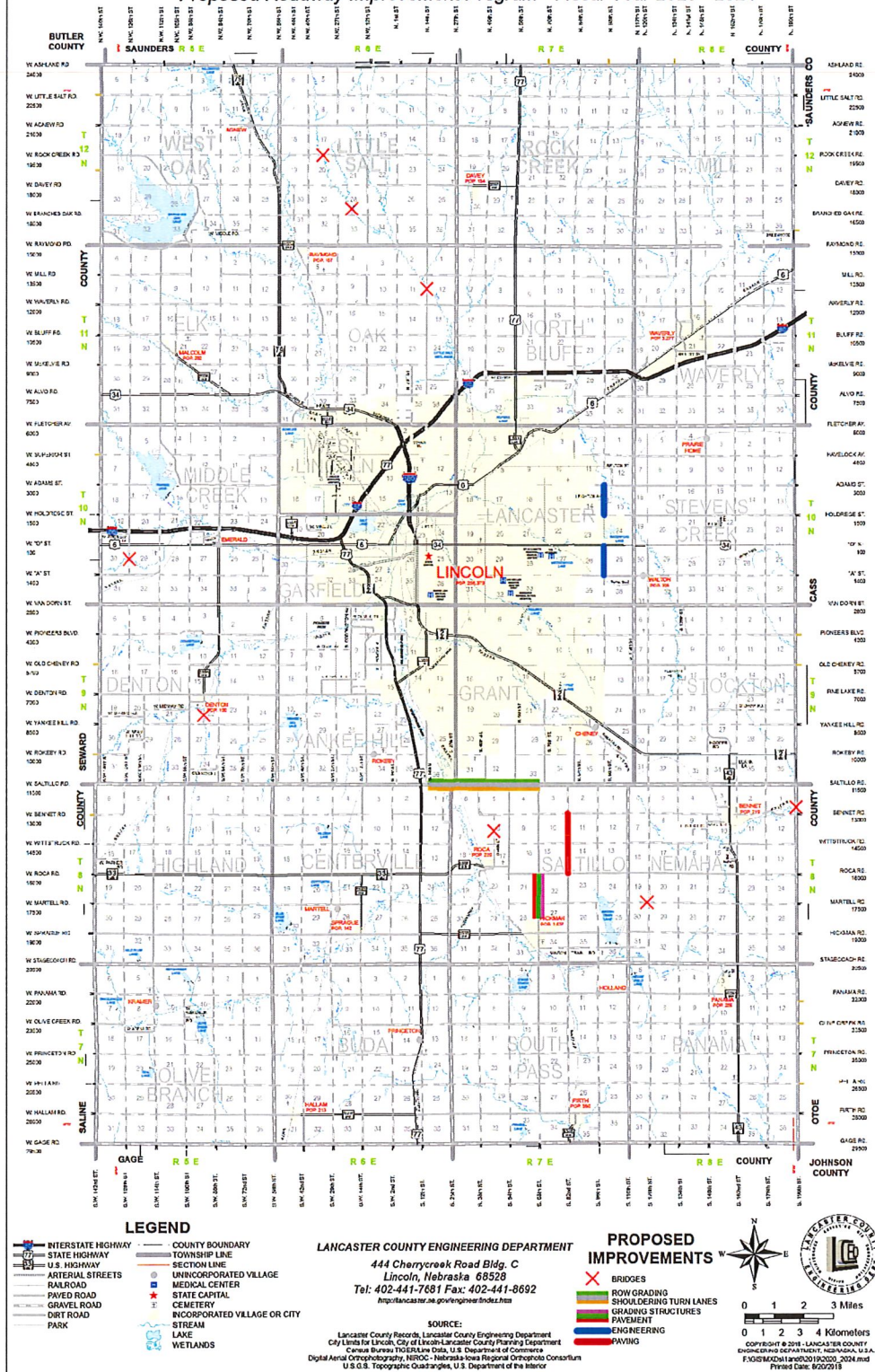
- W Panama Road (W-122) in Buda Township, S-6 [Engineering, Concrete Box Culvert Replacement]
- W Pella Road (W-174) in Buda Township, S-22 [Engineering, Concrete Box Culvert Replacement]
- W Princeton Road (W-164) in Buda Township, S-18 [Engineering]

PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

KENNETH D. SCHROEDER
COUNTY SURVEYOR

Proposed Roadway Improvement Program - Fiscal Year 2020 - 2024



Road Projects Programmed for FY 2020-2024

Grading, Structures, and Pavement for road improvements. These are in conformance with the Comprehensive Plan.

- S 68th Street (Roca Road to City of Hickman), 1.3 miles [Grading, Structures, Pavement on a paved road]
- S 82nd Street (Roca Road to Bennet Road), 2.0 miles [Paving of a gravel road]

Engineering for future road improvements. These are in general conformance with the Comprehensive Plan.

- N 98th Street (Adams Street to Holdrege Street), 1.0 miles [Engineering]
- S 98th Street (A Street to O Street), 1.0 miles [Engineering]

ROW, Grading, Shoulders and Turn Lanes for future road improvements on a paved road. These are in general conformance with the Comprehensive Plan.

- Saltillo Road (S 14th Street to S 68th Street), 3.8 miles [ROW-Grading-Pavement-Shoulders-Turn Lanes]

Improvement Projects for 2nd-stage pavement on existing paved roads at various locations. In general conformance with the Comprehensive Plan.

Bridge Projects Programmed for FY 2020-2024

Bridge Repair/Replacement and Concrete Box Culvert Replacement.

- N 14th Street (F-88) in Oak Township, W-12 [125' 3-Span Concrete Slab Bridge]
- NW 19th Street (C-262) in Little Salt Township, IN-28 [100' 3-Span Concrete Slab Bridge]
- S 46th Street (S-59) in Saltillo Township, IN-8 [Concrete Box Culvert]
- SW 91st Street (N-114) in Denton Township, IN-22 [Concrete Box Culvert]
- NW 126th Street (M-178) in Middle Creek Township, W-29 [125' 3-Span Concrete Slab Bridge]
- S 190th Street (R-15) in Nemaha Township, E-1 [125' 3-Span Concrete Slab Bridge]
- Martell Road (R-210) in Nemaha Township, S-19 [Concrete Box Culvert]
- W Old Cheney Road (O-37) in Yankee Hill Township, S-11 [Scour Repair]
- W Rock Creek Road (C-220) in Little Salt Township, S-17 [100' 3-Span Concrete Slab Bridge]

- # # # -

ONE AND SIX-YEAR ROAD AND BRIDGE CONSTRUCTION PROGRAM

FISCAL YEAR 2019



LANCASTER COUNTY, NEBRASKA

LANCASTER COUNTY ENGINEERING DEPARTMENT

444 CHERRY CREEK ROAD, BLDG. C • LINCOLN, NE 68528

(402) 441-7681

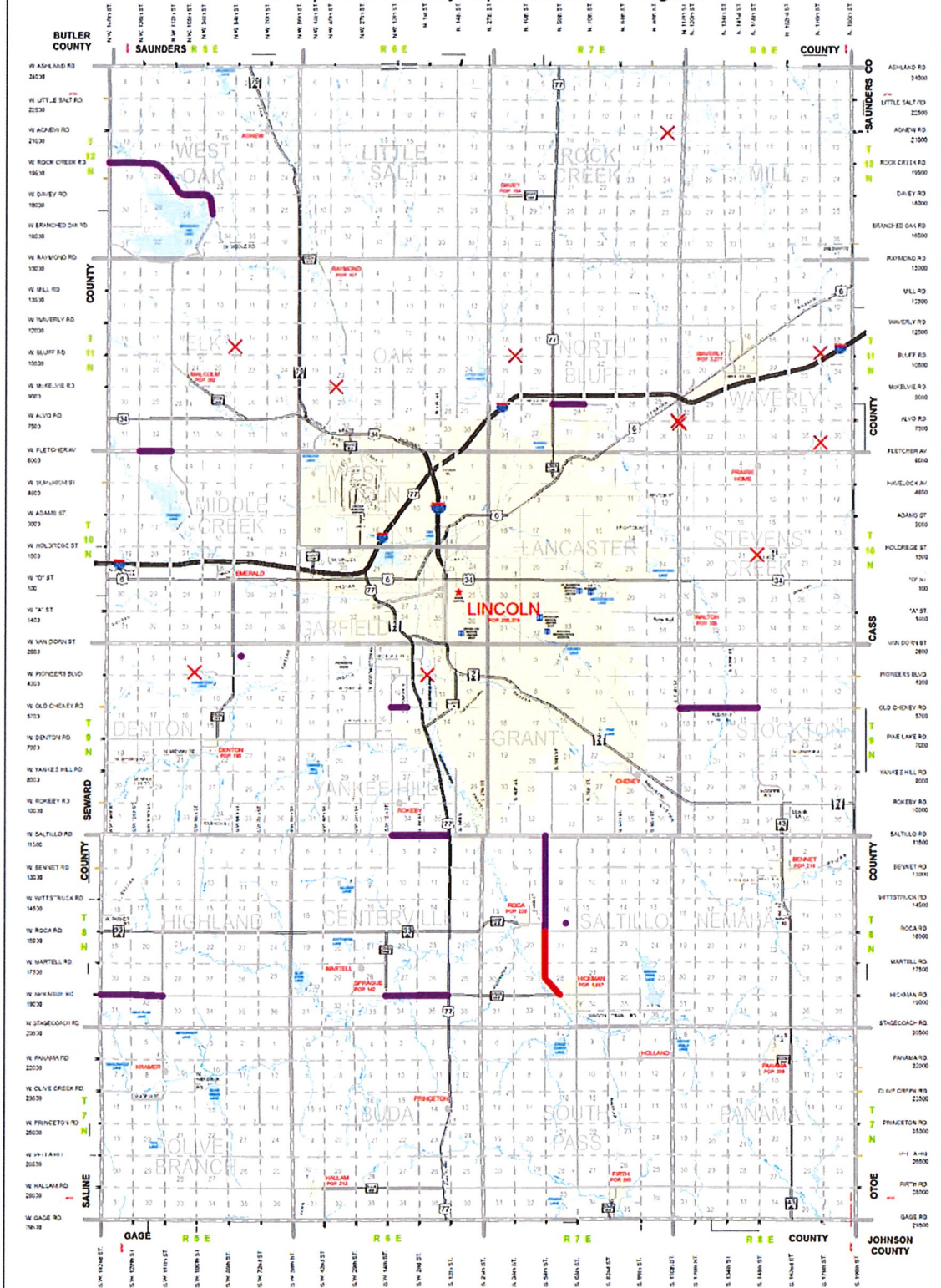
<http://lancaster.ne.gov/engineer>

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LANCASTER COUNTY, NEBRASKA

Completed Roadway Improvements - through 2018

KENNETH D. SCHROEDER
COUNTY SURVEYOR



LEGEND

- INTERSTATE HIGHWAY
- STATE HIGHWAY
- U.S. HIGHWAY
- RAILROAD
- ARTERIAL STREETS
- PAVED ROAD
- GRAVEL ROAD
- DIRT ROAD
- PARK
- COUNTY BOUNDARY
- TOWNSHIP LINE
- SECTION LINE
- UNINCORPORATED VILLAGE
- MEDICAL CENTER
- STATE CAPITAL
- CEMETERY
- INCORPORATED VILLAGE OR CITY
- STREAM
- LAKE
- WETLANDS

LANCASTER COUNTY ENGINEERING DEPARTMENT
444 Cherrycreek Road Bldg. C
Lincoln, Nebraska 68528
Tel: 402-441-7681 Fax: 402-441-8692
<http://lancaster.ne.gov/engineer/index.htm>

COMPLETED IMPROVEMENTS

- BRIDGE
- 2ND STAGE PAVING
- PAVING

0 1 2 3 Miles

0 1 2 3 4 Kilometers

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2018 ROAD PROJECTS COMPLETED OR UNDER CONSTRUCTION

Location	Township & Section	Length (Miles)	Improvement	Cost
S 54th Street (Saltillo Road to Roca Road)	Saltillo W-4,9,16	3.0	2nd Stage Pavement	\$660,763
S 54th Street (Roca Road to City of Hickman)	Saltillo W-21,28 IN-28	2.2	Pavement	\$1,110,871
Arbor Road (N 56th Street to N 70th Street)	North Bluff IN-28	1.0	2nd Stage Pavement	\$172,966
Branched Oak Lake Road	West Oak S-18,17 IN-20,21 S-21 IN-27	4.2	2nd Stage Pavement	\$199,986
W. Fletcher Avenue (NW 126th Street to NW 112th Street)	Elk S-32	1.0	2nd Stage Pavement	\$274,307
Meadow View Subdivision	Denton IN-2	0.5	2nd Stage Pavement	\$214,945
Old Cheney Road (S 112th Street to S 148th Street)	Stockton S-7,8,9	2.5	2nd Stage Pavement	\$527,293
W Old Cheney Road (SW 12th Street to Highway 77)	Yankee Hill S-10	1.0	2nd Stage Pavement	\$223,450
The Preserve at Cross Creek Subdivision (1st, 2nd and 4th Addition)	Saltillo IN-16	1.4	2nd Stage Pavement	\$297,375
W Saltillo Road (SW 12th Street to Hwy 77)	Yankee Hill S-34,35	2.0	2nd Stage Pavement	\$407,031
W Sprague Road (SW 14th Street to Highway 77)	Centerville S-26,27	2.0	2nd Stage Pavement	\$421,597
W Sprague Road (SW 114th Street to SW 142nd Street)	Highland S-29,30	2.0	2nd Stage Pavement	\$434,186
				\$4,944,770

2018 BRIDGE PROJECTS COMPLETED OR UNDER CONSTRUCTION

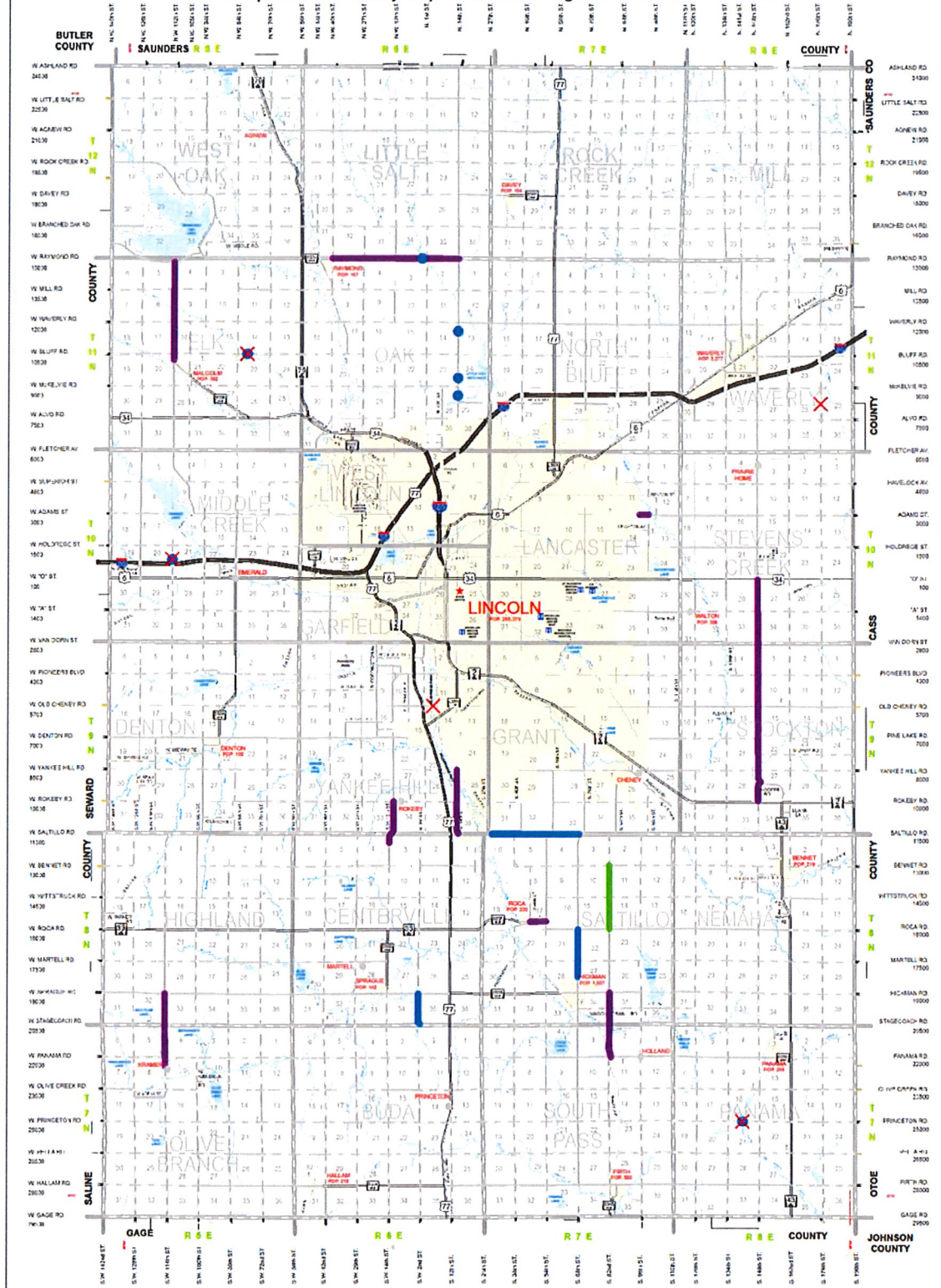
Location	Township & Section	Improvement	Cost
NW 84 th Street (E-117)	Elk W-14	Concrete Box Culvert	\$265,583
N 112 th Street (H-66)	Waverly W-31	Scour Repair	\$42,400
N 148 th Street (J-143)	Stevens Creek W-22	Concrete Box Culvert	\$327,872
N 176 th Street (H-211)	Waverly W-36	Concrete Box Culvert	\$178,320
N 176 th Street (H-119)	Waverly W-13	Scour Repair	\$334,496
Agnew Road (B-147)	Rock Creek S-12	Concrete Box Culvert	\$233,557
Alvo Road (G-111)	North Bluff S-25	Concrete Box Culvert	\$196,648
Bluff Road (G-144)	North Bluff S-18	Concrete Box Culvert	\$180,377
W McKelvie Road (F-225)	Oak S-20	Concrete Box Culvert	\$148,300
W Pioneers Boulevard (N-19)	Denton S-4	Concrete Box Culvert	\$262,352
W Pioneers Boulevard (O-175)	Yankee Hill S-2	Scour Repair	\$217,776
J-143, F-225, G-111 and G-144 were not finished on schedule. Funds were re-encumbered in current year to complete. O-175 is part of an interlocal agreement with Lower Platte South NRD.			\$2,387,681

PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

Proposed Roadway Improvement Program - Fiscal Year 2019

KENNETH D. SCHROEDER
COUNTY SURVEYOR

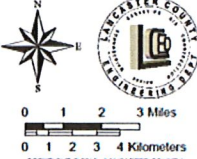


- LEGEND**
- INTERSTATE HIGHWAY
 - STATE HIGHWAY
 - U.S. HIGHWAY
 - ARTERIAL STREETS
 - RAILROAD
 - PAVED ROAD
 - GRAVEL ROAD
 - DIRT ROAD
 - PARK
 - COUNTY BOUNDARY
 - TOWNSHIP LINE
 - SECTION LINE
 - UNINCORPORATED VILLAGE
 - MEDICAL CENTER
 - STATE CAPITAL
 - CEMETERY
 - INCORPORATED VILLAGE OR CITY
 - STREAM
 - LAKE
 - WETLANDS

LANCASTER COUNTY ENGINEERING DEPARTMENT
444 Cherycreek Road Bldg. C
Lincoln, Nebraska 68528
Tel: 402-441-7681 Fax: 402-441-8692
<http://lancaster.ne.gov/engineering/index.aspx>

SOURCE:
Lancaster County Records, 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, NIPRO - Nebraska Iowa Regional Orthophoto Consortium
U.S.G.S. Topographic Quadrangles, U.S. Department of the Interior

- PROPOSED IMPROVEMENTS**
- ENGINEERING
 - BRIDGE
 - ENGINEERING
 - GRADING
 - 2ND STAGE PAVING



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Printed Date: 8/20/18

2019 ROAD PROJECTS

Location	Township & Section	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
SW 2 nd Street (W Stagecoach Road)	Centerville W-35	Gravel	-	-	Engineering	\$0
SW 12 th Street (W Rokeby Road to 12000 SW 12 th Street)	Yankee Hill W-34	Pavement	569	1.25	2 nd Stage Pavement	\$287,500
S 14 th Street (Saltillo Road to Yankee Hill Road)	Yankee Hill W-25,36	Pavement	2,062-2,394	2.0	2 nd Stage Pavement	\$460,000
S 68 th Street (Roca Road to City of Hickman)	Saltillo W-22,27	Pavement	4,982-5,251	1.3	Engineering	\$80,000
S 82 nd Street (Roca Road to Bennet Road)	Saltillo W-11,14	Gravel	100-139	2.0	Grading	\$550,000
S 82 nd Street (Panama Road to Hickman Road)	Saltillo W-35 South Pass W-2	Pavement	607-614	2.0	2 nd Stage Pavement	\$460,000
NW 112 th Street (W Raymond Road to Village of Malcolm)	Elk W-4,9,16,21	Pavement	607-1928	4.0	2 nd Stage Pavement	\$920,000
SW 114 th Street (W Sprague Road to Village of Kramer)	Highland W-33 Olive Branch W-4,9	Pavement	252-536	2.6	2 nd Stage Pavement	\$598,000
S 148 th Street (O Street to Rokeby Road)	Stevens Creek W-27,34 Stockton W-3,10,15,22,27	Pavement	3,842-5,006	7.0	2 nd Stage Pavement	\$1,610,000
Adams Street (Stevens Creek to City of Lincoln)	Lancaster S-11	Pavement	505	0.5	2 nd Stage Pavement	\$115,000
Raymond Road (N 14 th Street to Village of Raymond)	Little Salt S-32,33,34,35	Pavement	2,448-2,841	4.5	2 nd Stage Pavement	\$1,000,000
Roca Road (S 46 th Street to S 56 th Street)	Saltillo S-17	Pavement	1,460	0.5	2 nd Stage Pavement	\$130,000
Saltillo Road (S 27 th Street to S 68 th Street)	Grant S-31,32,33	Pavement	5,558-6,610	3.0	Engineering	\$750,000
Lower Platte South NRD is working with NRCS on intersection of SW 2 nd Street and W Stagecoach Road.						\$6,960,500

2019 STANDBY ROAD PROJECTS

Location	Township & Section	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
SW 14th Street (Highway 33 to Bennet Road)	Centerville W-10,15	Gravel	341-344	2.0	Pavement	\$1,005,000
S 98th Street (Old Cheney Road to Van Dorn Street)	Grant W-1,12	Gravel	242-713	2.0	Pavement	\$1,005,000
N 162nd Street (Highway 6 to Davey Road)	Mill W-26,35 Waverly W-2,11	Gravel	201-419	4.0	Pavement	\$2,100,000
East Beltway	Stockton IN-29,20,17,8,5 Stevens Creek IN-32,29,20,17,8,5 Waverly IN-32,29	-	-	13.0	Engineering ROW	\$1,650,000
						\$5,760,000

2019 BRIDGE PROJECTS

Location	Township & Section	ADT Count	Improvement	Estimated Cost
N 14 th Street (F-79)	Oak W-25	3,769-3,899	Engineering	\$30,000
N 14 th Street (F-82)	Oak W-24	3,769-3,899	Engineering	\$30,000
N 14 th Street (F-86)	Oak W-13	3,769-3,899	Engineering	\$30,000
NW 112 th Street (M-164)	Middle Creek W-21	56	Engineering	\$30,000
			Concrete Box Culvert	\$200,000
N 176 th Street (H-115)	Waverly W-25	41	Concrete Box Culvert	\$150,000
W Bluff Road (E-171)	Elk S-14	78	Engineering	\$30,000
			Concrete Box Culvert	\$200,000
W Old Cheney Road (O-37)	Yankee Hill S-11	9,938	Scour Repair	\$240,000
W Princeton Road (Y-181)	Panama S-16	22	Engineering	\$30,000
			Concrete Box Culvert	\$125,000
W Raymond Road (C-91)	Little Salt S-34	2729	140' Concrete Slab Bridge	\$1,500,000
NEMA Hazard Mitigation Grant will reimburse 75% of H-115 cost.				\$2,595,000

2019 STANDBY BRIDGE PROJECTS

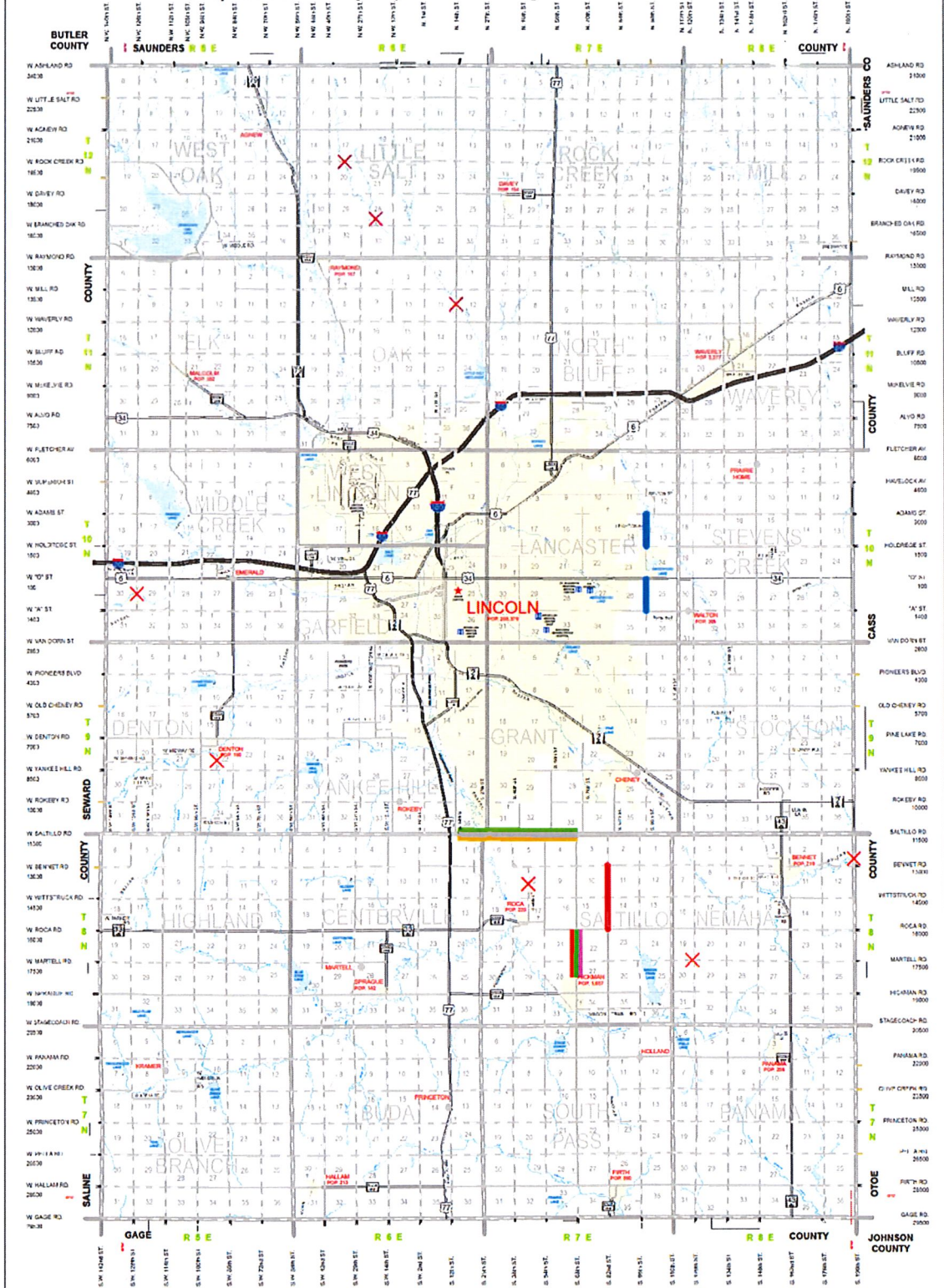
Location	Township & Section	ADT Count	Improvement	Estimated Cost
W Panama Road (W-122)	Buda S-6	95	Engineering	\$30,000
			Concrete Box Culvert	\$175,000
W Pella Road (W-174)	Buda S-22	21	Engineering	\$30,000
			Concrete Box Culvert	\$175,000
W Princeton Road (W-164)	Buda S-18	48	Engineering	\$30,000
				\$440,000

PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

KENNETH D. SCHROEDER
COUNTY SURVEYOR

Proposed Roadway Improvement Program - Fiscal Year 2020 - 2024



LEGEND

- INTERSTATE HIGHWAY
- STATE HIGHWAY
- U.S. HIGHWAY
- ARTERIAL STREETS
- RAILROAD
- PAVED ROAD
- GRAVEL ROAD
- DIRT ROAD
- PARK
- COUNTY BOUNDARY
- TOWNSHIP LINE
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PROPOSED IMPROVEMENTS

- BRIDGES
- ROW GRADING
- SHOULDERING TURN LANES
- GRADING STRUCTURES
- PAVEMENT
- ENGINEERING
- PAVING

0 1 2 3 Miles

0 1 2 3 4 Kilometers

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 FIG/ROAD/lan9/2019/2020_2024.mxd
 Printed Date: 8/20/2018

2020-2024 ROAD PROJECTS

Location	Township & Section	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
S 68th Street (Roca Road to City of Hickman)	Saltillo W-22,27	Pavement	4,982-5,251	1.3	Grading Structures Pavement	\$1,500,000
S 82nd Street (Roca Road to Bennet Road)	Saltillo W-11,14	Gravel	100-139	2.0	Pavement	\$1,200,000
N 98 th Street (Adams Street to Holdrege Street)	Lancaster W-13	Gravel	376-449	1.0	Engineering	\$75,000
S 98 th Street (A Street to O Street)	Lancaster W-25	-	-	1.0	Engineering	\$75,000
Saltillo Road (S 14th Street to S 68th Street)	Yankee Hill S-36 Grant S-31,32,33	Pavement	6,299-7,937	3.8	ROW Grading Shoulders Turn Lanes	\$1,000,000
Various Locations	Varies	Pavement	Varies	Varies	2 nd Stage Pavement	\$12,000,000
						\$15,850,000

2020-2024 BRIDGE PROJECTS

Location	Township	ADT Count	Improvement	Estimated Cost
N 14th St (F-88)	Oak W-12	3,703	125' 3-Span Concrete Slab Bridge	\$1,250,000
NW 19th St (C-262)	Little Salt IN-28	4	100' 3-Span Concrete Slab Bridge	\$1,000,000
S 46 th St (S-59)	Saltillo IN-8	225	Concrete Box Culvert	\$175,000
SW 91st St (N-114)	Denton IN-22	15	Concrete Box Culvert	\$125,000
NW 126th St (M-178)	Middle Creek W-29	38	125' 3-Span Concrete Slab Bridge	\$1,250,000
S 190 th St (R-15)	Nemaha E-1	51	125' 3-Span Concrete Slab Bridge	\$1,250,000
Martell Rd (R-210)	Nemaha S-19	36	Concrete Box Culvert	\$175,000
W Rock Creek Rd (C-220)	Little Salt S-17	28	100' 3-Span Concrete Slab Bridge	\$1,000,000
				\$6,225,000

COMPREHENSIVE PLAN CONFORMANCE 18015

COMPREHENSIVE PLAN CONFORMANCE 18015, TO REVIEW THE LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM, FY 2019 AND 2020-2024 AS TO CONFORMANCE WITH THE COMPREHENSIVE PLAN: September 26, 2018

Members present: Beckius, Corr, Edgerton, Finnegan, Harris, Hove, Joy, Scheer, and Washington.

Staff Recommendation: Conformance with the Comprehensive Plan.

Washington disclosed that she had a conversation with the County Engineer to clarify the location of 2nd and W. Stagecoach Road related to the improvement schedule for 2019.

Staff Presentation: Mike Brienzo of the Planning Department stated this plan is brought forward for review every year. The report goes over the entire road and bridge program for FY2019-2024 and will go before County Board for funding. His job is to review the plan as to Conformance with the 2040 Comprehensive Plan and he finds that it is conformance. This plan focuses mainly on maintenance and preservation. No new paving projects are included. There are several stand-by projects should funding be available. Last year there were eight new box culverts. Those are expensive, but important projects. There are no bridge replacements planned, but several are listed in the program.

Pam Dingman, County Engineer, said that State statute continues to require that projects in the plan are limited to the dollars that are allocated. It takes the amount from the first year and projects it into the upcoming years. These amounts are not reflective of the actual need in the County. The County remains about 72 miles behind in asphalt repair and 28 miles behind in new pavement projects. Of the 300 bridges, 76 are bad, including two that are under 30 points on the 100-point sufficiency scale. One has caused a major detour on Highway 79. As an example, Bridge C-91 has been in the program since 1998. Things deteriorate because we do not keep up with the need.

The Infrastructure Task Force will issue a final report soon. They have said the funding shortfall for critical bridges alone is \$9 million per year. For roadways, there is a \$15 million shortfall. They suggested the focus should be on system reliability.

Eighteen months ago, three small buried bridges were discovered in N. 14th Street. Each had a 6-8 foot scour hole underneath so those had to be closed until a solution is found. Fortunately, college students are studying this and they have been kept open under waiver. The replacement will shut down 14th Street for 6-8 weeks for each construction, diverting thousands of cars and causing economic problems, and changes to school routes, among other problems. From there, we need to focus bridge dollars on paved routes and hopefully that will mean fewer issues. North 14th Street has had traffic counts and had been environmentally permitted.

We are now seeing the lifetime of lack of funding. In the 1970s, dollars were stretched to redeck some bridges to get us by. Now we are 40 years out. Any time it rains more than four inches in seven days, we go out and complete inspections; that is a significant labor cost that is required under Federal regulations. We have saved \$50,000 by using remote data systems. Southwest 2nd Street will be aligned correctly as part of an NCRS dam project.

Staff Questions:

Hove noted that 148th Street is essentially being used as an east beltway, which creates issues. He asked if there is any opportunity for funding that project. Brienzo said those dollars go through the Department of Transportation and the competition for those dollars is tough. Dingman said a 3-part study was conducted and included safety, operations, and systems. Box culverts were constructed to support shoulder, in anticipation of more traffic. It was a surprise that the consultants recommended that 148th Street will meet traffic warrants for a 4-lane, divided road prior to 2040. Saltillo to Firth Road also needs significant improvement. This is notable because there are zero dollars allocated for either project at this time.

Corr asked how more funding can be allocated for these projects. Brienzo said that questions should be directed to County Board, who sets the budget. Dingman said fewer funds were allocated this year. They see other priorities as more important. We try to use Federal dollars whenever they are available.

Washington asked if the County has ever applied for TIGER grants. Dingman said it goes by a different acronym now, but funds were received for the South Beltway. Brienzo said that the classification of our County roads often do not rise to the level to be competitive; funds tend to go to larger communities. Dingman said that the Director of Transportation has said that self-help is the answer for smaller communities.

There was no public testimony on this item.

COMPREHENSIVE PLAN CONFORMANCE 18015
ACTION BY PLANNING COMMISSION:

September 26, 2018

Harris moved to recommend Conformance with the Comprehensive Plan, seconded by Hove.

Harris said it is always strange to move Conformance when the lack of funding creates a situation where the plan does not meet the goals of the Comprehensive Plan. The efforts put forth in the plan do conform since they address needs, though it is clear from the Staff Report that there is a discrepancy in funding versus need. She has served on the Planning Commission for five years and every year the whistle is blown that more funding is needed for infrastructure. She doesn't know how, but somehow, those goals need to be reached.

Corr said it is tough to prioritize needs. She is appalled and concerned that the budget is smaller. She hope the County Board will take appropriate action.

Washington said she is impressed with the amount of work that goes into this and with how staff manages priorities with the funds that are available. She expressed her appreciation for the efforts.

Scheer said he is always impressed with the detail in these reports. The case is made for more funding every year. He hopes one day it will improve.

Motion carried, 9-0: Beckius, Corr, Edgerton, Finnegan, Harris, Hove, Joy, Washington, and Scheer voting 'yes'.

Note: This is a recommendation to the County Board.