

ONE AND SIX-YEAR ROAD AND BRIDGE CONSTRUCTION PROGRAM

2020 - 2025



444 CHERRY CREEK ROAD, BUILDING C • LINCOLN, NE 68528

(402) 441-7681

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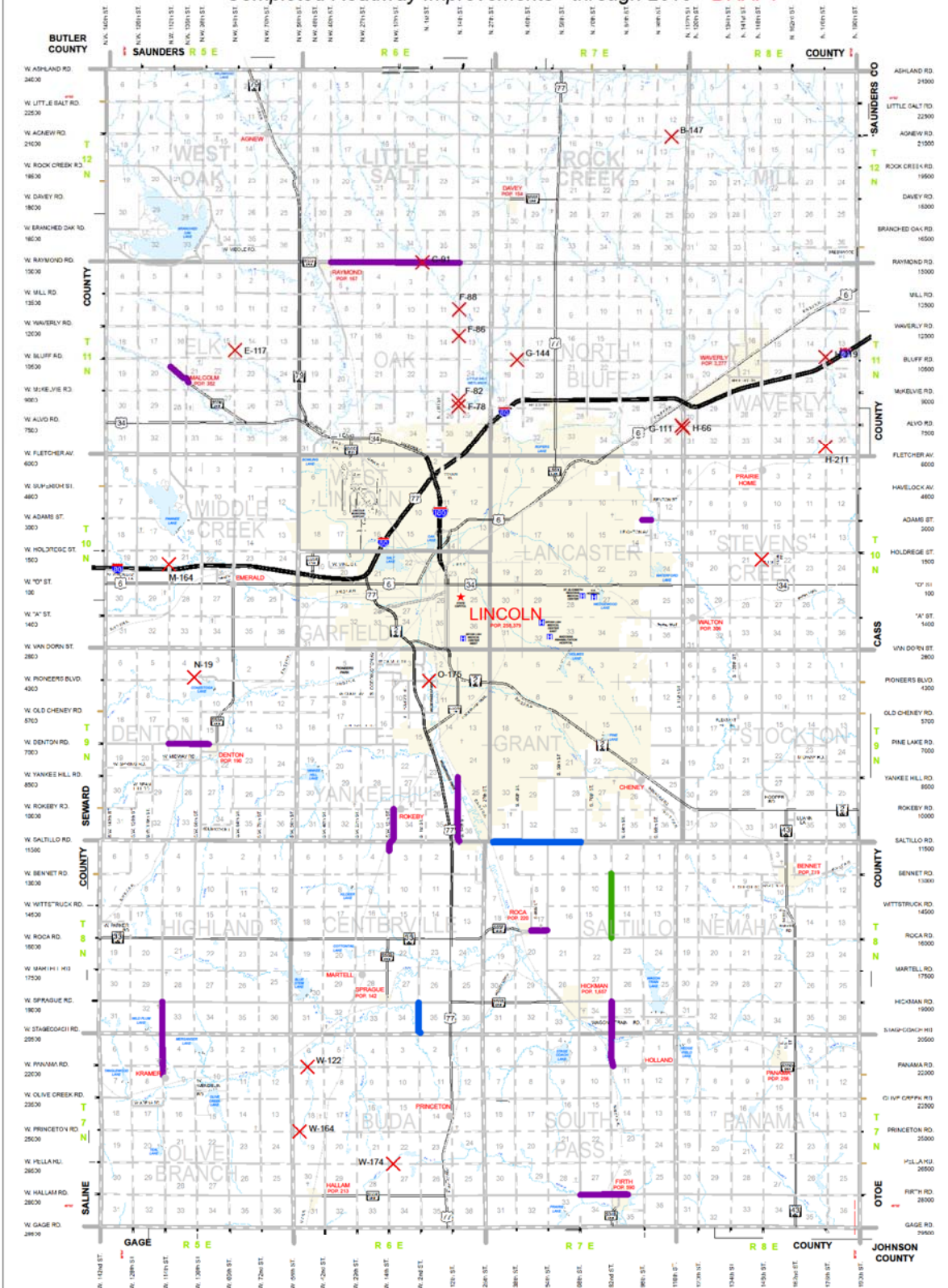
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PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

Completed Roadway Improvements - through 2019 - DRAFT

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

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 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
- ENGINEERING
- GRADING

0 1 2 3 Miles
 0 1 2 3 4 Kilometers

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SOURCE:
 Lancaster County Records, Lancaster County Engineering Department
 City Limits for Lincoln, City of Lincoln-Lancaster County Planning Department
 Census Bureau TIGERLine Data, U.S. Department of Commerce
 Digital Aerial Orthophotography, NROCC - Nebraska-Iowa Regional Orthophoto Consortium
 U.S.G.S. Topographic Quadrangles, U.S. Department of the Interior

FY19 ROAD PROJECTS COMPLETED OR IN PROGRESS

Location	Township & Section	County Project	Length (Miles)	Improvement	Cost
SW 2nd Street W Stagecoach Road	Centerville W-35	18-19	-	Engineering	\$0
SW 12th Street W Rokeby Road to 12000 SW 12 th Street	Yankee Hill W-34	19-01	1.25	2 nd Stage Pavement	\$427,000
S 14th Street Saltillo Road to Yankee Hill Road	Yankee Hill W-25,36	19-01	2.00	2 nd Stage Pavement	\$351,000
S 82nd Street Roca Road to Bennet Road	Saltillo W-11,14	19-02	1.30	Grading	\$1,205,000
S 82nd Street Panama Road to Hickman Road	Saltillo W-35 South Pass W-2	19-01	2.00	2 nd Stage Pavement	\$628,000
SW 114th Street W Sprague Road to Village of Kramer	Highland W-33 Olive Branch W-4,9	19-01	2.60	2 nd Stage Pavement	\$518,000
Adams Street Stevens Creek to City of Lincoln	Lancaster S-11	19-01	0.50	2 nd Stage Pavement	\$99,000
W Denton Road SW 112 th Street to Village of Denton	Denton S-15,16	19-01	1.29	2 nd Stage Pavement	\$439,000
Firth Road 68 th Street to Firth Fire Station	South Pass S-26,27	19-01	1.18	2 nd Stage Pavement	\$408,000
Malcolm Road Village of Malcolm south to north	Elk IN-21	19-01	0.85	2 nd Stage Pavement	\$195,000
Raymond Road Village of Raymond to N 14 th Street	Little Salt S-32,33,34,35	17-03	3.00	2 nd Stage Pavement	\$1,024,000
Roca Road S 46 th Street to S 56 th Street	Saltillo S-17	18-01	0.50	2 nd Stage Pavement	\$127,000
Saltillo Road S 27 th Street to S 68 th Street	Grant S-31,32,33	16-17	3.00	Engineering	\$669,000
					\$6,090,000

FY19 BRIDGE PROJECTS COMPLETED OR IN PROGRESS

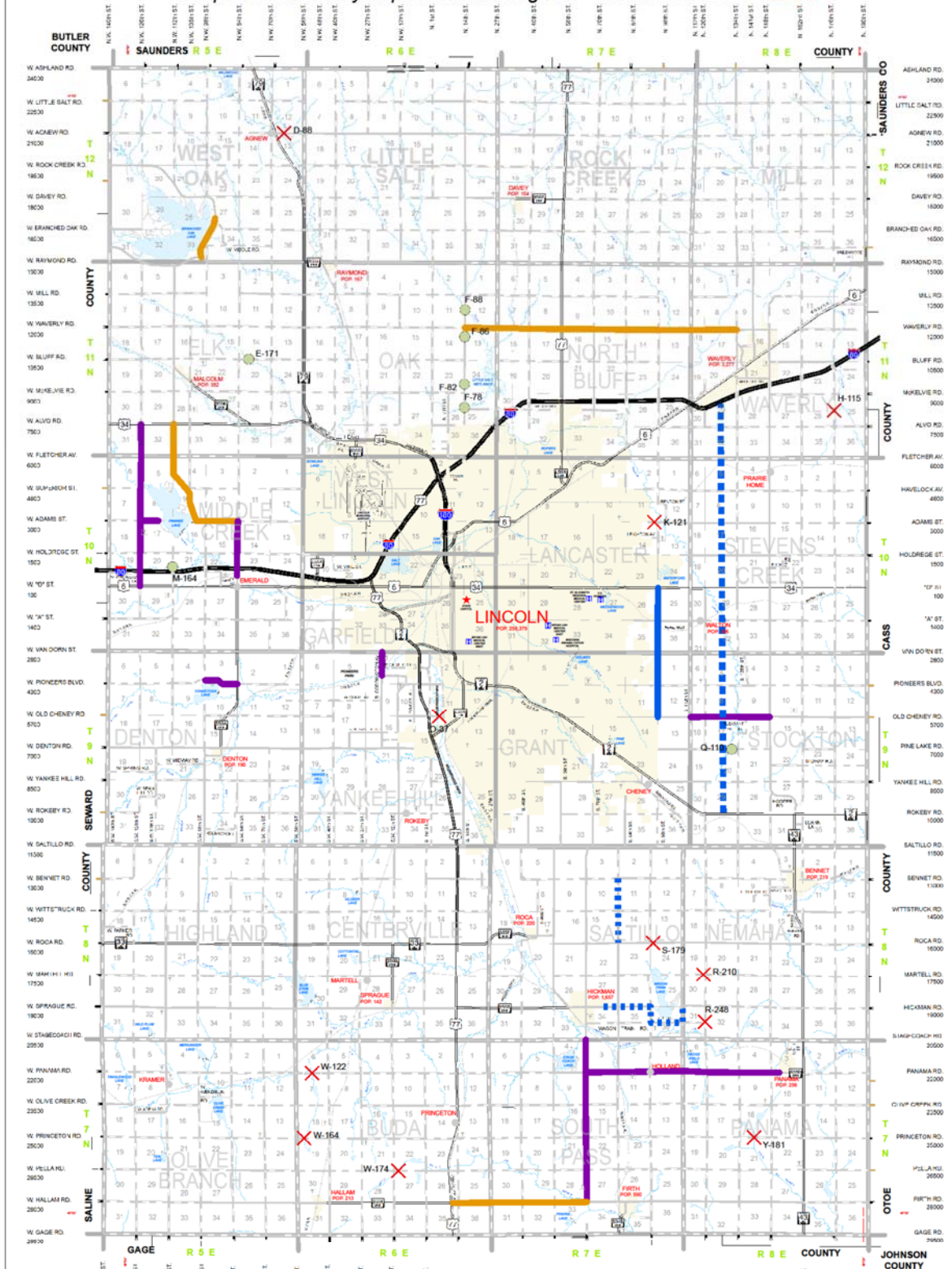
Location	Township & Section	County Project	Improvement	Cost
N 14 th Street F-78	Oak W-25	19-09	Engineering	\$31,000
N 14 th Street F-82	Oak W-24	19-09	Engineering	\$31,000
N 14 th Street F-86	Oak W-13	19-09	Engineering	\$31,000
N 14 th Street F-88	Oak W-12	18-15	Engineering	\$19,000
NW 84 th Street E-117	Elk W-14	19-06	Concrete Box Culvert	\$266,000
N 112 th Street H-66	Waverly W-31	17-08	Scour Repair	\$67,000
NW 112 th Street M-164	Middle Creek W-21	20-08	Engineering	\$29,000
N 148 th Street J-143	Stevens Creek W-22	17-10	Concrete Box Culvert	\$318,000
N 176 th Street H-211	Waverly W-36	18-16	Concrete Box Culvert	\$174,000
N 176 th Street H-119	Waverly W-13	18-25	Scour Repair	\$335,000
Adams Street K-121	Lancaster S-11	19-25	Engineering	\$35,000
Agnew Road B-147	Rock Creek S-12	19-05	Concrete Box Culvert	\$231,000
Alvo Road G-111	North Bluff S-25	17-09	Concrete Box Culvert	\$237,000
Bluff Road G-144	North Bluff S-18	17-09	Concrete Box Culvert	\$223,000
W Panama Road W-122	Buda S-6	19-10	Engineering	\$27,000
W Pella Road W-174	Buda S-22	19-10	Engineering	\$27,000
W Pioneers Boulevard N-19	Denton S-4	19-05	Concrete Box Culvert	\$247,000
W Pioneers Boulevard O-175	Yankee Hill S-2	18-07	Scour Repair	\$220,000
W Princeton Road W-164	Buda S-18	19-10	Engineering	\$27,000
W Raymond Road C-91	Little Salt S-34	17-03	140' Concrete Slab Bridge	\$1,558,000
J-143 is a carryover project from FY18. G-111 and G-144 are carryover projects from FY17.				\$4,133,000

PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

KENNETH D. SCHROEDER
COUNTY SURVEYOR

Proposed Roadway Improvement Program - Fiscal Year 2020 - DRAFT



LEGEND

- INTERSTATE HIGHWAY
- STATE HIGHWAY
- U.S. HIGHWAY
- ARTERIAL STREETS
- RAILROAD
- PAVED ROAD
- GRAVEL ROAD
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SOURCE:

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Census Bureau TIGER/Line Data, U.S. Department of Commerce
Digital Aerial Orthophotography, NRIOC - Nebraska-Iowa Regional Orthophoto Consortium
U.S.G.S. Topographic Quadrangles, U.S. Department of the Interior

PROPOSED IMPROVEMENTS

- BRIDGE
- BRIDGE STANDBY ENGINEERING
- 2ND STAGE PAVING
- PAVEMENT MAINTENANCE
- STANDBY



0 1 2 3 Miles

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FY20 ROAD PROJECTS

Location	Township & Section	County Project	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
NW 84th Street W Haven Street to W O Street	Middle Creek W-23	19-22	Pavement	835	0.31	2 nd Stage Pavement	\$402,000
S 68th Street Firth Road to Stagecoach Road	South Pass W-3,10,15,22,27	20-11	Pavement	3,800	5.01	2 nd Stage Pavement	\$1,653,300
S 98th Street Old Cheney Rd to A St	Lancaster W-36 Grant W-1,12	19-04	Gravel	381	3.00	Engineering	\$189,000
S 98th Street A Street to O Street	Lancaster W-25	19-28	-	-	1.00	Engineering	\$233,000
NW 112th Street Hwy 34 to NW 84th & W Adams Streets	Elk W-33 Middle Creek W-4 IN-4,9 S-9,10	20-11	Pavement	502	4.51	Pavement Maintenance	\$360,800
NW 126th Street W O Street to Hwy 34	Elk W-32 Middle Creek W-5,8,17,20	20-11	Pavement	600	4.99	2 nd Stage Pavement	\$598,800
W Adams Street NW 126th Street to 1/2 mile east	Middle Creek S-8	20-11	Pavement	99	0.50	2 nd Stage Pavement	\$100,000
S Coddington Avenue W Burnham Road to W Van Dorn Street	Yankee Hill W-4	20-11	Pavement	1,487	0.64	2 nd Stage Pavement	\$128,000
NW Crouse Road W Raymond Road to W Branched Oak Road	West Oak IN-27,33	20-11	Pavement	662	1.38	Pavement Maintenance	\$110,400
Firth Road S 68th Street to Hwy 77	Buda S-25,26 South Pass S-28,29,30	20-11	Pavement	850	4.16	Pavement Maintenance	\$332,800
Old Cheney Road S 148th Street to S 112th Street	Stockton S-7,8,9	20-11	Pavement	2,564	2.47	2 nd Stage Pavement	\$815,100
Panama Road S 68th Street to Panama City Limits	Panama S-3,4,5,6 South Pass S-1,2,3	230-11	Pavement	750	6.25	2 nd Stage Pavement	\$750,000
W Pioneers Boulevard SW 84th Street to SW 96th Street	Denton S-3	20-11	Pavement	255	1.04	2 nd Stage Pavement	\$208,000
Waverly Road N 14th Street to N 141st Street	Oak S-12 North Bluff S-7,8,9,10,11,12 Waverly S-7,8,9	20-11	Pavement	1,139	8.48	Pavement Maintenance	\$678,400
S 98th Street projects will use LCLC funds from Lincoln Metropolitan Planning Organization with an 80/20 split. County's share is 20%.							\$6,559,600

FY20 STANDBY ROAD PROJECTS

Location	Township & Section	County Project	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
S 82nd Street Roca Road to Bennet Road	Saltillo W-11,14	19-02	Gravel	120	2.10	Pavement	\$1,281,000
Hickman Road/S 96th Street/Wagon Train Road/S 110th Street Hickman City Limits to Hickman Road & S 110th Street	Saltillo S-26,27 W-36 IN-36 Nemaha W-36	19-11	Pavement	537	4.0	2 nd Stage Pavement	\$470,500
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
Hickman Road/S 96th Street/Wagon Train Road/S 110th Street will use State Recreation Funds with a 35/65 split.							\$3,401,500

FY20 BRIDGE PROJECTS

Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
N 176th Street H-115	Waverly W-25	19-20	41	Concrete Box Culvert	\$150,000
Adams Street K-121	Lancaster S-11	19-25	505	Concrete Box Culvert	\$276,000
W Agnew Road D-88	West Oak S-12	19-21	293	Channel Repair	\$181,000
Martell Road R-210	Nemaha S-19	20-01	36	Engineering Concrete Box Culvert	\$47,000 \$250,000
Old Cheney Road O-37	Yankee Hill S-11	18-07	9938	Scour Repair	\$240,000
W Panama Road W-122	Buda S-6	19-10	95	Concrete Box Culvert	\$335,000
W Pella Road W-174	Buda S-22	19-10	21	Concrete Box Culvert	\$223,000
W Princeton Road W-164	Buda S-18	19-10	48	Concrete Box Culvert	\$354,000
Princeton Road Y-181	Panama S-16	18-13	22	Concrete Box Culvert	\$275,000
Roca Road S-179	Saltillo S-13	20-01	106	Engineering Concrete Box Culvert	\$47,000 \$325,000
Wagon Train Road R-248	Nemaha IN-31	20-01	87	Engineering Concrete Box Culvert	\$47,000 \$250,000
					\$3,000,000

2020 STANDBY BRIDGE PROJECTS

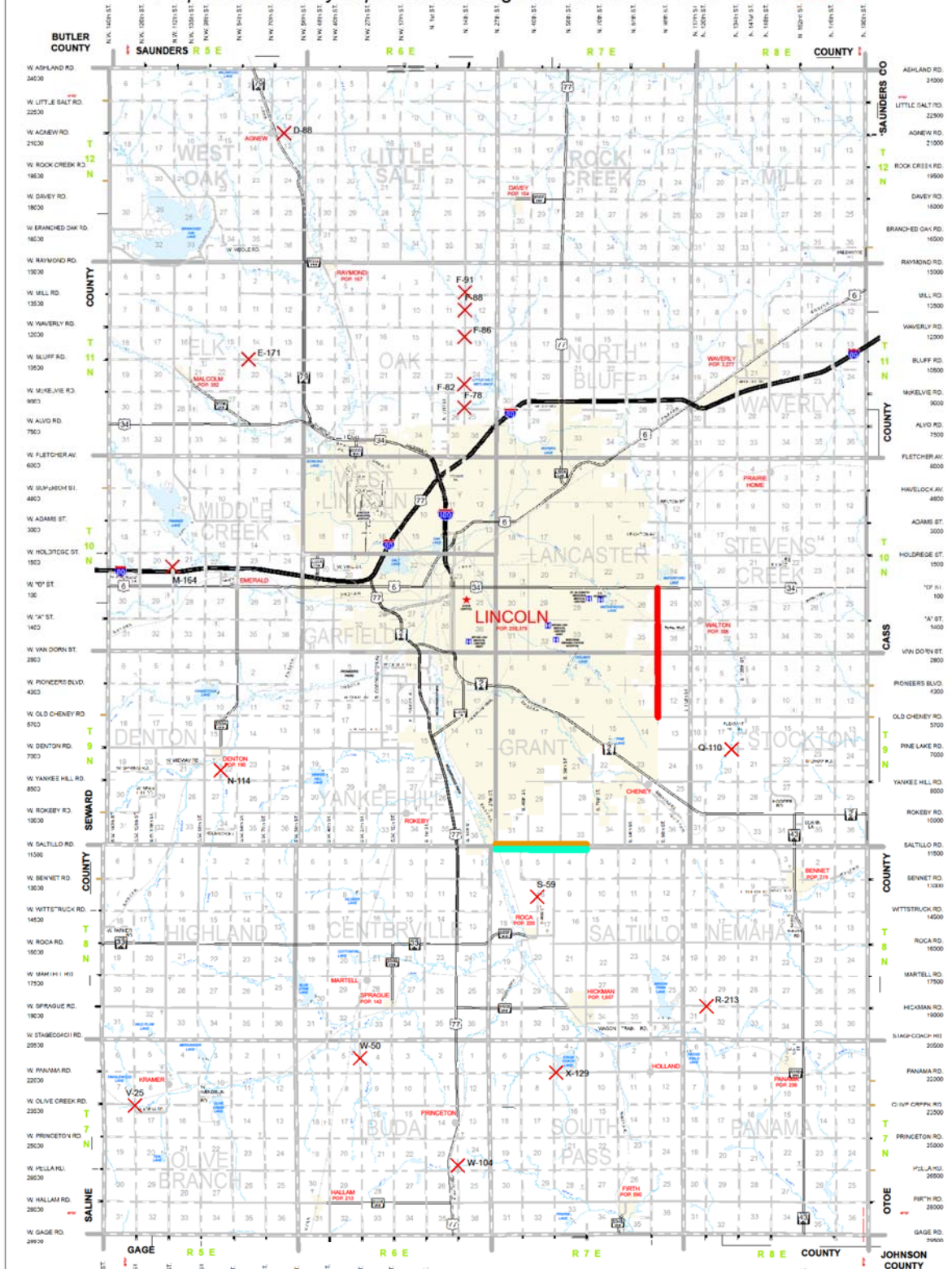
Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
N 14th Street F-88	Oak W-12	18-15	3,703	Concrete Slab Bridge	\$1,750,000
N 14th Street F-78	Oak W-25	19-09	3,834	Concrete Box Culvert	\$350,000
N 14th Street F-82	Oak W-24	19-09	3,834	Concrete Box Culvert	\$350,000
N 14th Street F-86	Oak W-13	19-09	3,834	Concrete Box Culvert	\$350,000
NW 112th Street M-164	Middle Creek W-121	20-08	56	Concrete Box Culvert	\$500,000
W Bluff Road E-171	Elk S-14	-	78	Engineering Concrete Box Culvert	\$40,000 \$350,000
Pine Lake Road Q-110	Stockton S-17	-	135	Engineering Concrete Slab Bridge	\$50,000 \$1,750,000
					\$5,490,000

PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

KENNETH D. SCHROEDER
COUNTY SURVEYOR

Proposed Roadway Improvement Program - Fiscal Year 2021 - 2025 **DRAFT**



LEGEND

- INTERSTATE HIGHWAY
- STATE HIGHWAY
- U.S. HIGHWAY
- ARTERIAL STREETS
- RAILROAD
- PAVED ROAD
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PROPOSED IMPROVEMENTS

- BRIDGE
- UTILITIES
- PAVING
- RIGHT OF WAY



0 1 2 3 Miles

0 1 2 3 4 Kilometers

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
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FY21-25 ROAD PROJECTS

Location	Township & Section	County Project	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
S 98th Street A Street to O Street	Lancaster W-25	19-28	-	-	1.00	Pavement	\$408,800
S 98th Street Old Cheney Road to A Street	Lancaster W-36 Grant W-1,12	19-04	Gravel	381	3.00	Pavement	\$576,100
Saltillo Road S 27 th Street to S 68 th Street	Grant S-31,32,33	16-17	Pavement	6,801	3.00	ROW Utilities Construction	\$801,000
Various Locations	Varies	-	Pavement	Varies	Varies	2 nd Stage Pavement & Pavement Maintenance	\$29,414,100

S 98th Street (A Street to O Street) will use \$1,635,200 in LCLC funds. County's share is \$408,800.

S 98th Street (Old Cheney Road to A Street) will use \$2,304,400 in LCLC funds. County's share is \$576,100.

Saltillo Road (27th Street to 68th Street) will use \$7,209,400 in HSIP funds. County's share is \$801,000.

\$31,200,000

FY21-25 BRIDGE PROJECTS

Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
S 12th Street W-104	Buda W-24	-	57	Concrete Box Culvert	\$275,000
N 14th Street F-88	Oak W-12	18-15	3,703	Concrete Slab Bridge	\$1,750,000
N 14th Street F-78	Oak W-25	19-09	3,606	Concrete Box Culvert	\$350,000
N 14th Street F-82	Oak W-24	19-09	3,312	Concrete Box Culvert	\$350,000
N 14th Street F-86	Oak W-13	19-09	3,769	Concrete Box Culvert	\$350,000
N 14th Street F-91	Oak W-1	-	2,687	Concrete Box Culvert	\$275,000
SW 28th Street V-25	Olive Branch W-17	-	49	Concrete Box Culvert	\$350,000
SW 29th Street W-50	Buda W-4	-	99	Concrete Box Culvert	\$350,000
S 46th St S-59	Saltillo IN-8	-	225	Concrete Box Culvert	\$350,000
SW 91st St N-114	Denton IN-22	-	15	Concrete Box Culvert	\$200,000
W Agnew Road D-88	West Oak S-12	-	389	Concrete Slab Bridge	\$2,000,000
W Bluff Road E-171	Elk S-14	-	78	Engineering Concrete Box Culvert	\$40,000 \$350,000
Hickman Road R-213	Nemaha S-29	-	28	Concrete Box Culvert	\$350,000
Panama Road X-129	South Pass S-4	-	307	Concrete Slab Bridge	\$1,650,000
Pine Lake Road Q-110	Stockton S-17	-	135	Engineering Concrete Slab Bridge	\$50,000 \$1,750,000
W Princeton Road M-164	Middle Creek W-121	20-08	56	Concrete Box Culvert	\$500,000
					\$11,290,000

COUNTY BOARD SUMMARY REPORT

TO : Monet McCullen, County Clerk's Office
FROM : David R. Cary, Director of Planning
DATE : October 22, 2018
RE : **County Comprehensive Plan Conformance 19013**
Lancaster County Road and Bridge Construction Program,
Fiscal Years 2020 and 2021-2025

RECEIVED

OCT 25 2019

LANCASTER COUNTY
CLERK

Attached is the staff report (pp.1-4), the minutes of the Planning Commission meeting (pp.14-17) and the maps/tables identifying projects (pp.5-13) for the proposed **LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM, FISCAL YEARS 2020 AND 2021-2025**, 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:

<https://lancaster.ne.gov/engineer/Draft16Yr2020.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 pp.2-4), concluding that pavement and grading projects within the proposed *Lancaster County Road and Bridge Construction Program, FY 2020 and 2021-2025* 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 2020 and 2021-2025*, 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 p.14 and pp.16-17.

2. Testimony of Pam Dingman, Lancaster County Engineer, is found on pp.14-16.
3. There was no testimony in support or in opposition.
4. On October 16, 2019, the Planning Commission agreed with the staff findings and recommendation and voted 7-0 (Campbell and Finnegan absent) 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 29, 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\2019\CPC19013 County 1 and 6

cc: County Board
Kerry Eagan, County Commissioners
Jenifer Holloway, Deputy County Attorney

Pam Dingman, County Engineer
Allan Zafft, 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 #19013	FINAL ACTION? No
PLANNING COMMISSION HEARING DATE October 16, 2019	RELATED APPLICATIONS None

RECOMMENDATION: IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

PROPOSAL:

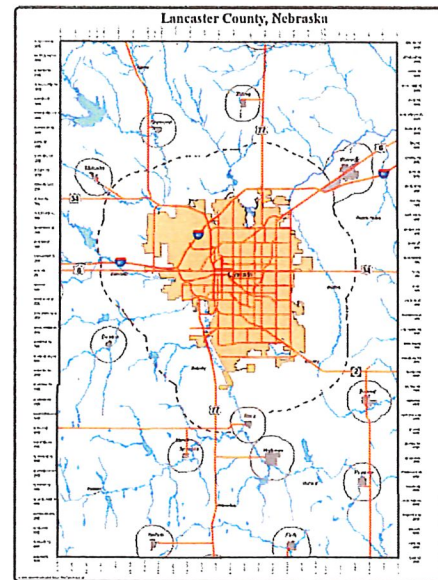
Pursuant to Resolution 1521, passed by the Board of County Commissioners on December 30, 1958, the Planning Commission is to review the proposed *Lancaster County Road and Bridge Construction Program, Fiscal Years 2020 and 2021-2025* with regard to its conformity with the Comprehensive Plan.

CONCLUSION:

Pavement and grading projects within the proposed *Lancaster County Road and Bridge Construction Program, FY 2020 and 2021-2025* 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 2020 and 2021-2025*, to be generally in conformance with the current *2040 Lincoln City-Lancaster County Comprehensive Plan*.



APPLICATION CONTACT

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PDingman@lancaster.ne.gov

STAFF CONTACT

Allan Zafft,
Transportation Planner
Lincoln-Lancaster Planning Department
(402) 441-6369 or
azafft@lincoln.ne.gov

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, pavement maintenance, 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 2019		FY 2020	
	Roads	Bridges	Roads	Bridges
County	\$6,090,000	\$4,133,000	\$6,222,000	\$3,000,000
City of Lincoln	\$ 0	\$ 0	\$ 0	\$ 0
Other Sources (NEMA)	\$ 0	\$ 0	\$ 0	\$ 0
State	\$ 0	\$ 0	\$ 0	\$ 0
Federal	\$ 0	\$ 0	\$337,600	\$ 0
TOTAL	\$6,090,000	\$4,133,000	\$6,559,600	\$3,000,000

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 2020 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. Lancaster County may apply for federal funding from the Lincoln Metropolitan Planning Organization for road and bridge 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. 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.

Eleven (11) bridge projects are identified for improvement in 2020 that include 3 engineering/concrete box culvert replacements, 1 for channel repairs, 1 for scour repairs, and 6 concrete box culvert replacements. (page 7 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:

Allan Zafft, Transportation Planner
Lincoln MPO / Lincoln-Lancaster Planning Department
(402) 441-6369 or azafft@lincoln.ne.gov

Date: October 7, 2019

Applicant:

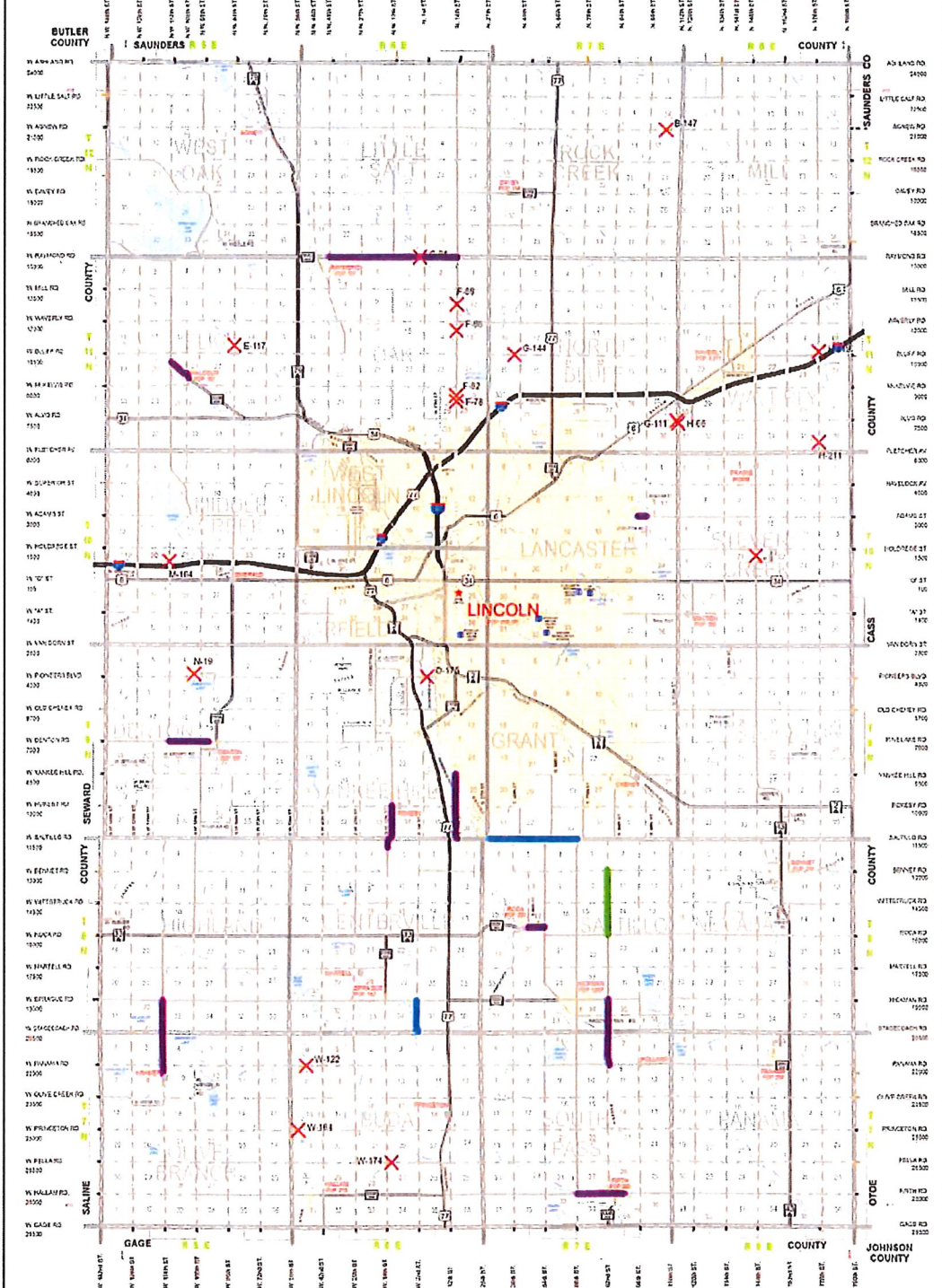
Pam Dingman, County Engineer
County Engineering
444 Cherrycreek Road, Bldg. C
Lincoln, NE 68528
402) 441-7681 or PDingman@lancaster.ne.gov

PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

Completed Roadway Improvements - through 2019 - DRAFT

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 Chaucer Road Bldg. C
Lincoln, Nebraska 68528
Tel: 402-441-7681 Fax: 402-441-8692
<http://lanaster.ne.gov/engineering/index.htm>

COMPLETED IMPROVEMENTS

- BROCKE
- END STAGE PAVING
- ENGINEERING
- GRADING

0 1 2 3 Miles
0 1 2 3 4 Kilometers

SOURCE:
Lancaster County Records, Lancaster County Engineering Department
City Limits for Lincoln, City of Lancaster, Lancaster County Planning Department
Google Earth, TIGER/Line Data, U.S. Department of Commerce
Digital Orthophotography, NAD83 - Nebraska-Nebraska Regional Orthophoto Consortium
U.S.G.S. Topographic Outlines, U.S. Department of the Interior

Improvement Projects Listing on New and Existing Paved Roads

Road Projects Completed or In Progress in FY 2019

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.

- SW 12th Street (W Rokeby Road to 12000 SW 12th Street), 1.25 miles
- S 14th Street (Saltillo Road to Yankee Hill Road), 2.0 miles
- S 82nd Street (Panama Road to Hickman Road), 2.0 miles
- SW 114th Street (W Sprague Road to Village of Kramer), 2.6 miles
- Adams Street (Stevens Creek to City of Lincoln), 0.5 miles
- W Denton Road (SW 112th Street to Village of Denton), 1.29 miles
- Firth Road (68th Street to Firth Fire Station), 1.18 miles
- Malcolm Road (Village of Malcolm south to north), 0.85 miles
- Raymond Road (Village of Raymond to N 14th Street), 3.0 miles
- Roca Road (S 46th Street to S 56th Street), 0.5 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), 1.3 miles

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

- SW 2nd Street (W Stagecoach Road intersection)

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

- Saltillo Road (S 27th Street to S 68th Street), 3.0 miles

Bridge Projects Completed or In Progress in 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
- N 14th Street (F-82) in Oak Township, W-24
- N 14th Street (F-86) in Oak Township, W-13
- N 14th Street (F-88) in Oak Township, W-12

- NW 112th Street (M-164) in Middle Creek Township, W-21
- Adams Street (K-121) in Lancaster Township, S-11
- W Panama Road (W-122) in Buda Township, S-6
- W Pella Road (W-174) in Buda Township, S-22
- W Princeton Road (W-164) in Buda Township, S-18

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

- NW 84th Street (E-117) in Elk Township, W-14
- N 148th Street (J-143) in Stevens Township, Creek W-22 ^
- N 176th Street (H-211) in Waverly Township, W-36
- Agnew Road (B-147) in Rock Creek Township, S-12
- Alvo Road (G-111) in North Bluff Township, S-25 ^^
- Bluff Road (G-144) in North Bluff Township, S-18 ^^
- W Pioneers Boulevard (N-19) in Denton Township, S-4

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

- N 112th Street (H-66) in Waverly Township, W-31
- N 176th Street (H-119) in Waverly Township, W-13
- W Pioneers Boulevard (O-175) in Yankee Hill Township, S-2

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

- W Raymond Road (C-91) in Little Salt Township, S-34 [140' Concrete Slab Bridge]

^ Carry-over project from FY 2018

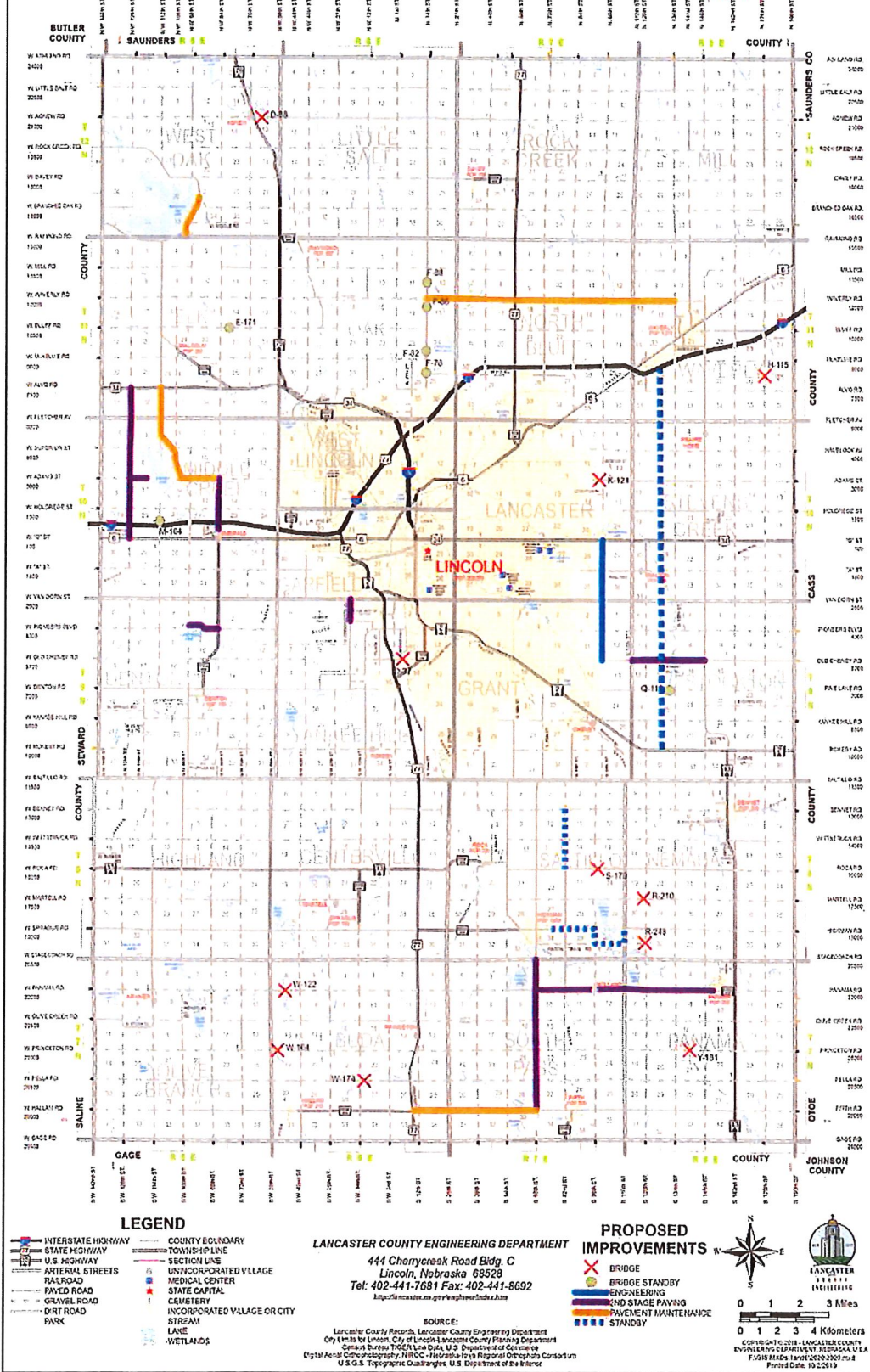
^^ Carry-over from FY 2017

PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

KENNETH D. SCHROEDER
COUNTY SURVEYOR

Proposed Roadway Improvement Program - Fiscal Year 2020 - **DRAFT**



Road Projects Programmed for FY 2020

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

- NW 84th Street (W Haven Street to W O Street), 0.31 mile
- S 68th Street (Firth Road to Stagecoach Road), 5.01 miles
- NW 126th Street (W O Street to Hwy 34), 4.99 miles
- W Adams Street (NW 126th Street to 1/2 mile east), 0.50 mile
- S Coddington Avenue (W Burnham Road W Van Dorn Street), 0.64 mile
- Old Cheney Road (S 148th Street to S 112th Street), 2.47 miles
- Panama Road (S 68th Street to Panama City Limits), 6.25 miles
- W Pioneers Boulevard (SW 84th Street to SW 96th Street), 1.04 miles

Pavement maintenance other than an asphalt overlay on an existing paved road 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.

- NW 112th Street (Hwy 34 to NW 84th & W Adams Streets), 4.51 miles
- NW Crouse Road (W Raymond Road to W Branched Oak Road), 1.38 miles
- Firth Road (S 68th Street to Hwy 77), 4.16 miles
- Waverly Road (N 14th Street to N 141st Street), 8.48 miles

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

- S 98th Street (Old Cheney Road to A Street), 3.0 miles
- S 98th Street (A Street to O Street), 1.0 miles

Road Projects Programmed as FY 2020 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.

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

- Hickman Road/S 96th Street/Wagon Train Road/S 110th Street (Hickman City Limits to Hickman Road & S 110th Street), 4.0 mile

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 82nd Street (Roca Road to Bennet Road), 2.10 miles

Bridge Projects Programmed for FY 2020

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

- Martell Road (R-210) in Nemaha Township, S-19 [Engineering, Concrete Box Culvert]
- Roca Road (S-179) in Saltillo Township, S-13 [Engineering, Concrete Box Culvert]
- Wagon Train Road (R-248) in Nemaha Township, IN-31 [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]
- Adams Street (K-121) in Lancaster Township, S-11 [Concrete Box Culvert]
- W Panama Road (W-122) in Buda Township, S-6 [Concrete Box Culvert]
- W Pella Road (W-174) in Buda Township, S-22 [Concrete Box Culvert]
- W Princeton Road (W-164) in Buda Township, S-18 [Concrete Box Culvert]
- Princeton Road (Y-181) in Panama Township, S-16 [Concrete Box Culvert]

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

- W Old Cheney Road (O-37) in Yankee Hill Township, S-11 [Scour Repair]
- W Agnew Road (D-88) in West Oak Township, S-12 [Channel Repair]

Bridge Projects Programmed as FY 2020 Standby Projects

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

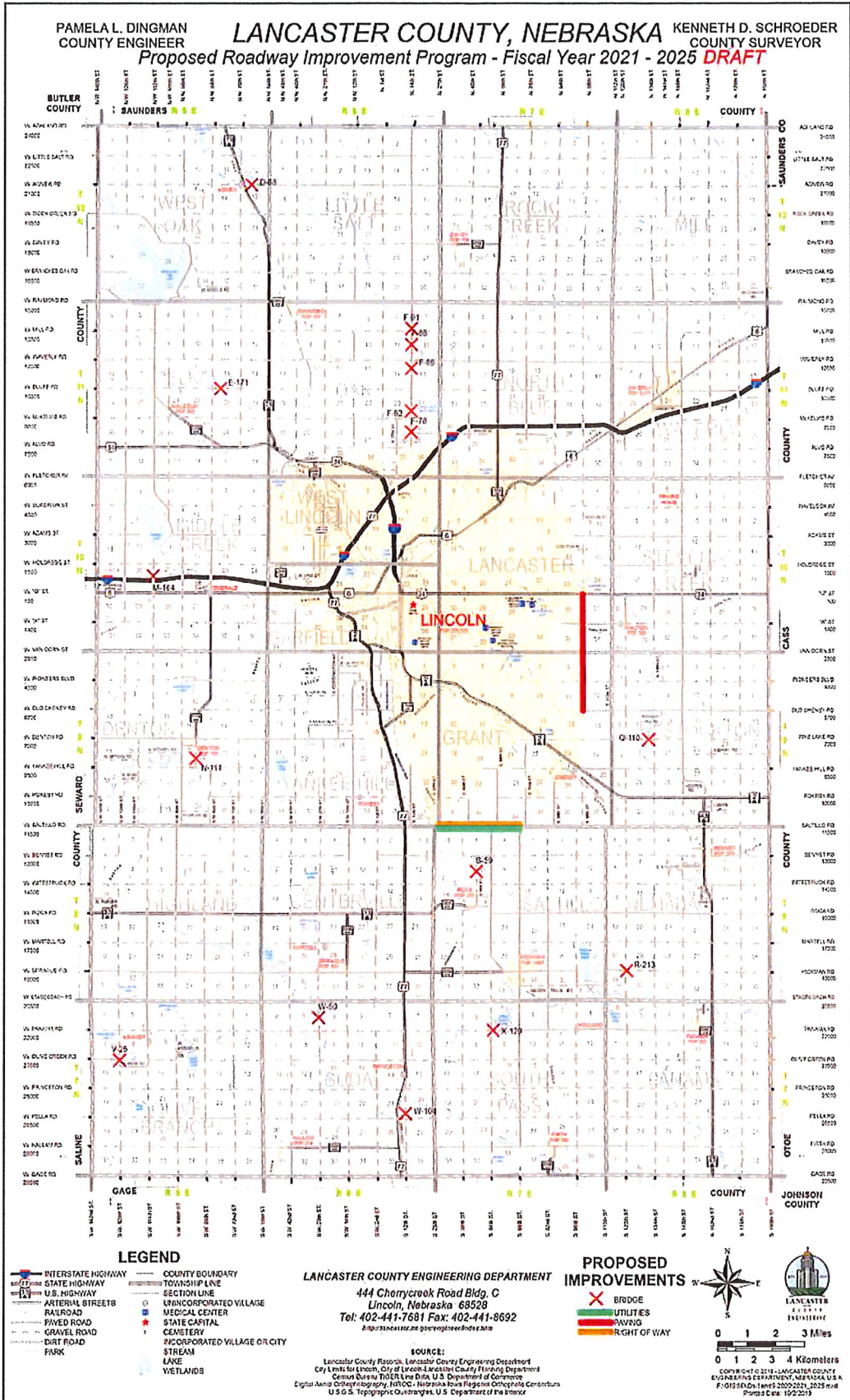
- W Bluff Road (E-171) in Elk Township, S-14 [Engineering, Concrete Box Culvert Replacement]

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

- N 14th Street (F-88) in Oak Township, W-12 [Concrete Slab Bridge]
- Pine Lake Road (Q-110) in Stockton Township, S-17 [Engineering, Concrete Slab Bridge]

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

- N 14th Street (F-78) in Oak Township, W-25 [Concrete Box Culvert]
- N 14th Street (F-82) in Oak Township, W-24 [Concrete Box Culvert]
- N 14th Street (F-86) in Oak Township, W-13 [Concrete Box Culvert]
- W Princeton Road (M-164) in Middle Creek, W-121 [Concrete Box Culvert]



Road Projects Programmed for FY 2021-2025

Pavement of an existing gravel road and pavement on no existing road surface. These are in conformance with the Comprehensive Plan.

- S 98th Street (Old Cheney Road to A Street), 3.0 miles [Gravel-Pavement]
- S 98th Street (A Street to O Street), 1.0 miles [No Existing Road Surface-Pavement]

ROW, Utilities, and roadway improvements on a paved road. These are in conformance with the Comprehensive Plan.

- Saltillo Road (S 14th Street to S 68th Street), 3.8 miles [ROW-Utilities-Roadway Improvements]

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

Bridge Projects Programmed for FY 2021-2025

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

- W Bluff Road (E-171) in Elk Township, S-14 [Engineering, Concrete Box Culvert Replacement]

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

- Pine Lake Road (Q-110) in Stockton Township, S-17 [Engineering, Concrete Slab Bridge]

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

- S 12th Street (W-104) in Buda Township, W-24 [Concrete Box Culvert]
- N 14th Street (F-78) in Oak Township, W-25 [Concrete Box Culvert]
- N 14th Street (F-82) in Oak Township, W-24 [Concrete Box Culvert]
- N 14th Street (F-86) in Oak Township, W-13 [Concrete Box Culvert]
- N 14th Street (F-91) in Oak Township, W-1 [Concrete Box Culvert]
- SW 28th Street (V-25) in Olive Branch Township, W-17 [Concrete Box Culvert]
- SW 29th Street (W-50) in Buda Township, W-4 [Concrete Box Culvert]
- 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]
- Hickman Road (R-213) in Nemaha Township, S-29 [Concrete Box Culvert]
- W Princeton Road (M-164) in Middle Creek Township, W-121 [Concrete Box Culvert]

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

- N 14th Street (F-88) in Oak Township, W-12 [Concrete Slab Bridge]
- W Agnew Road (D-88) in West Oak Township, S-12 [Concrete Slab Bridge]
- Panama Road (X-129) in South Pass Township, S-4 [Concrete Slab Bridge]

- # # # -

COMPREHENSIVE PLAN CONFORMANCE 19013

COMPREHENSIVE PLAN CONFORMANCE 19013

TO REVIEW THE PROPOSED LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM, FISCAL YEAR 2020 AND 2021-2025, AS TO CONFORMANCE WITH THE 2040 LINCOLN-LANCASTER COUNTY COMPREHENSIVE PLAN

PUBLIC HEARING:

October 16, 2019

Members present: Al-Badry, Beckius, Corr, Joy, Ryman Yost, Edgerton and Scheer; Finnegan and Campbell absent.

Staff Recommendation: In Conformance with the Comprehensive Plan

There were no ex parte communications disclosed.

Staff Presentation: Paul Barnes, Planning Department, came forward and introduced Allan Zafft as the new MPO Transportation Planner, who started with the Planning Department in June of this year. Allan formerly worked in Grand Island as their MPO for a couple of years. His previous experience has been in the private and public sectors for the last 18 years. Allan Zafft, Planning Department, came forward and stated that annually Lancaster County is required to prepare a County Road and Bridge Construction Program, which is required by State Law. Each year this plan is brought before the Planning Commission for review as to its conformance with the Comprehensive Plan. This covers Fiscal Year 2020 and 2021-2025. Staff has done their review and the program was determined to be in conformance.

Pam Dingman, Lancaster County Engineer, came forward and stated the flooding in March 2019 has had devastating effects and their system no longer has the resiliency to handle these repeated weather events. In March 2019, there was over 50 inches of snow on the ground and then it began to rain, which had devastating effects on the roads. Dingman referenced a PowerPoint presentation showing several roads that they have rebuilt since this event. With the ground in a frozen state, the county began to experience frost boils, which is where the surface is frozen and underneath that frozen surface there is liquefied ground. These frost boils have caused some of the motor graders to sink and get stuck. She explained that it will take years to get the roads back into the shape they were in prior to this event and that these types of weather events are likely here to stay.

Bridge B-133 located on Agnew East of North 56th had ice pushed a crossed the road, which then pushed the gravel off the road and into the field and now the road needs to be rebuilt. She stated that with this year's weather events she has seen things that you would normally only read about when in class, i.e. dramatic embankment failures, which can lead to a road being unstable -- there have been a lot of unstable roads this year. There was damage to Federal Aid Routes on D-88 Agnew Road East of Hwy 77, as well as K-121 Adams between 84th and 98th. We do expect to see an 80 percent reimbursement from the Federal Highway Administration for

the replacement of K-121 on Adams Street and 100 percent reimbursement for the D-88 Bridge on Agnew Road. She stated with Bridge K-121, there was a 4 to 5 foot void under the road and culvert on both sides of the bridge, which was closed because it was too dangerous to drive on.

FEMA has promised that they will be better this year than they were in 2015, where the County is still waiting for \$160,000; the current claim to FEMA for 2019 is \$1,700,000. She stated that FEMA has determined that there only needs to be 2 inches of gravel on the roads, and the County is currently appealing this decision for the third time. FEMA has also stated that Lancaster County will not see any of the reimbursement funds for 2019 until February or March of next year or even late fall. This continues to create an issue, because of the future funding that they may or may not receive.

She stated during her tenure as County Engineer, the Rock Creek Basin in the northeast area of the county has been a concern. Rock Creek Basin has a flood stage at 23 feet and 4 of the top 5 highest records have been within the last 6 years. With the flooding of 2019, there were 42 critical bridges, which are watched on a regular basis and 20 new bridges have been added to that watch list. Then, there was the flooding of May 2019 when many of the local creeks again reached the 100 year water surface elevations. Pipe Culverts failed at several locations as the ground liquefies. This flooding resulted in Lancaster County Commissioners declaring a second emergency event, with the first being in March. She stated a lot of these things have happened because the infrastructure is old and the County has not had the assets to appropriately take care of and maintain. There are 20 bridges currently closed, 11 bridges in design or construction phase and 9 bridges, and there is no funding source to start the design or construction. Once a bridge has been closed, it can take up to 3 or more years to complete the process before it is reopened.

Current bridge needs before 2019 flooding was determined in a study by Olsson and Associates and they determined that the county had a \$200 million funding gap for bridges. How that breaks down: 26 are structurally deficient; 4 are functionally obsolete; 39 scour susceptible; 23 scour critical; 20 with sufficiency rating less than 50. Dingman stated that Lancaster County is 65 out of 93 Counties in Nebraska for percentage of square footage of bad bridges. She stated that she has talked with this Board before on her concerns with subdivisions, where Lancaster County currently maintains about 100 of them and there is another 100 in the cue. Of the taxes generated from an acreage house that is assessed at \$500,000.00 in the county, they receive about \$48.00 for maintaining the roads. Something needs to be done with the funding, because the county is already behind with what needs to be done. She stated that it is difficult to keep gravel roads maintained with the amount of traffic that is on these roads.

Bridge projects completed or in progress in Fiscal Year 2019 include: 7 bridges constructed; 2 bridges repaired; 8 bridges designed; and 1 bridge awaiting permitting. Additional projects completed or in progress in Fiscal Year 2019 include: 15.2 Miles of asphalt overlay; 2 miles of grading; and 3 miles of engineering for new road. Bridge projects proposed for Fiscal Year 2020 include: 9 bridges to be constructed; 2 bridges to be repaired; and 3 bridges to be designed.

Additional proposed projects for Fiscal Year 2020: 21 miles of asphalt overlay; 18.5 miles maintained with either the chip seal, and hot-in-place or fog seal. In addition, the county will be engineering 4 miles of road that will be 98th Street from A Street to O Street and 98th Street Old Cheney to A Street. She stated that she typically requests 1 to 2 percent of the counties infrastructure needs, she further stated during her tenure with the county she has never received that amount--it was always cut.

The Fiscal Years 2021-2025 projects include a focus on North 14th Street where there is a clear and dramatic problem with 4 structure in a 2.5 mile radius that are all very bad. She stated these structures are F-88 bridge to bridge, F-78 Bridge to box culvert, F-82 Bridge to box culvert and F-86 Bridge to box culvert. The south end of the county there are several bridges that will cost well over a million dollars, so they have picked some of the smaller bridge boxed culverts projects. Moving forward, the structures will become more expensive with more complexed permitting and there will be a need for more funds to build bigger but less bridges.

Staff Questions:

Beckius asked at what point the projects that are not showing up on the plans constitute a lack of conformance to the Comprehensive Plan. Dingman stated that one thing the Infrastructure Task Force recommended was that they create an overall County CIP. She further stated that such a small amount of their infrastructure needs are funded and this will help to convey more of the overall needs. She stated that she has no budget authority and no ability to acquire money, other than to keep going out and finding grants. Zafft mentioned that the Comp Plan ties with LRTP (Long Range Transportation Plan) and typically this relates to system preservation and system maintenance. He further stated that they don't identify specific projects and generally support maintenance projects and system preservation. Dingman further stated that the highway fund did not have any property tax dollars revenue in it until Fiscal Year 2015. It was strictly Federal Highway Allocation dollars that funded that department, which has now changed and more is getting done with the roads.

David Cary, Planning Department, came forward and stated the City has asked the same question with regards to transportation needs and the available funding, and he further stated he wanted to echo Dingman's comment about more getting done in recent years --they are more in conformance than they have been, but the reality is that there is not enough funding to meet the needs that we have and the plan already states that. There is also a call in the plan for finding and talking about more funding to have the ability to get more done. There is a need for more money to have the ability to do more.

Scheer stated this question comes up every year, and this is a valid question.

Joy inquired if there were any project plans around the county to change the drainage ways or any type of process to encourage this, with the current flooding trend. Dingman stated with some of these weather events, some of the surrounding communities should be celebrated for their efforts. Waverly, for example, implemented a 1 percent sales tax in their community,

which was dedicated to the infrastructure. They used that sales tax to build the dry dam on the south side of I-80. During the March 2019 flooding event, that dry dam filled and functioned exactly as it should. The building of this dam helped Waverly take 100 houses out of their flood plain. She stated that communities will need to do more things like this in the future to be more resilient.

Corr inquired about the amount of gravel the county is wanting on the road even though FEMA has stated that 2 inches is sufficient. Dingman referred to the State standard that Nebraska Department of Transportation follows for roads, which she explained has several layers to it and it should be 6 inches to 8 inches thick. Corr inquired how long the Federal reimbursement takes in comparison to FEMA. Dingman stated that with the Federal Government, it is multiple sources and the Federal Hwy Administration has a program for the Federal Aid routes--they typically see these funds within the same year.

Support

No one came forward.

Opponents:

No one came forward.

COMPREHENSIVE PLAN CONFORMANCE 19013
ACTION BY PLANNING COMMISSION:

October 16, 2019

Motion for approval made by Beckius, seconded by Joy.

Beckius commented while the plan before the Commission does conform to the Comprehensive Plan, he feels it should be noted that the plan also leaves off a number of infrastructure projects that need attention but cannot be met due to the funding limitations presented by the County Board. Ultimately, those limitations, if they continue, will continue to be problematic for our community in terms of meeting its goals of conforming to the Comprehensive Plan.

Scheer agreed with Beckius' statement, but also wanted to point out the staff report does state that aspects of this plan are in "general conformance" with the Comprehensive Plan. He stated that we are better off than we have been and, in general, since we are in conformance, and he is in favor.

Corr stated that she is saddened to hear that out of 93 counties our county was ranked 65 – this hits home because we have more density than a lot of those 93 counties. She encourages the County Board to leave the amount that has been asked for in the budget so we can hopefully move forward on these items instead of continually falling behind. She stated that she thinks this is a solid plan.

Motion carried 7-0: Joy, Ryman Yost, Al-Badry, Scheer, Edgerton, Beckius and Corr voting 'yes'; Campbell and Finnegan absent.