



**LANCASTER COUNTY BOARD OF COMMISSIONERS
STAFF MEETING
THURSDAY, SEPTEMBER 29, 2022 COUNTY CITY BUILDING
ROOM 112 - CITY COUNTY CHAMBERS
8:30 A.M.**

Location Announcement of the Nebraska Open Meetings Act: A copy of the Nebraska Open Meetings Act is located on the wall at the back of the room.

AGENDA ITEM

1. APPROVAL OF STAFF MEETING MINUTES FOR SEPTEMBER 22, 2022

[Staff Meeting Minutes for September 22, 2022](#)

2. 8:30 A.M. – DIRECTOR REPORT: BUDGET & FISCAL OFFICE

Dennis Meyer, Budget and Fiscal Officer

3. 9:00 A.M. - SPECIAL MEETING OF JUSTICE COUNCIL

[National Network of Criminal Justice Coordinating Councils Membership](#)

4. 9:15 A.M.—RAISE GRANT UPDATE

Elizabeth Elliott, Director, Lincoln Transportation and Utilities

5. 9:30 A.M. – LEOP UPDATE

Jim Davidsaver, Director, Lincoln-Lancaster County Emergency Management

Documents:

[ITEM 5__2022 LEOP Presentation \(092922\).pdf](#)

6. 9:45 A.M. – HUMAN RESOURCES UPDATE

Barb McIntyre, Director, Lincoln-Lancaster County Human Resources

A. Benefits and Open Enrollment

Documents:

[ITEM 6.A__County Open Enrollment 2023.pdf](#)

B. Psychologist Position at Mental Health Crisis Center

Documents:

[ITEM 6.B__Psychologist Pay Grade Options.pdf](#)

7. 10:00 A.M. – PLANNING UPDATE

David Cary, Director, and Rachel Christopher, MPO Transportation Planner

A. CPC22015 (ONE- AND SIX-YEAR ROAD AND BRIDGE CONSTRUCTION PLAN); AND

Documents:

[ITEM 7.A__CPC22015 - CB SUMMARY REPORT.pdf](#)

B. CPA22005 (COMPREHENSIVE WATERSHED MANAGEMENT PLAN)

Documents:

[ITEM 7.B__CPA22005 - CB SUMMARY REPORT.pdf](#)

8. 10:15 A.M.—COVID-19 UPDATE AND RESPONSE

9. CHIEF ADMINISTRATIVE OFFICER REPORT

10. DISCUSSION OF BOARD MEMBER MEETINGS ATTENDED

A. New Americans Task Force Meeting

Friday, September 19, 2022 @ 12:00 p.m.
Yoakum

B. Emergency Medical System Oversight Authority Committee Meeting

Monday, September 26, 2022 @ 8:00 a.m.
Flowerday

C. LIBA Elected Officials Forum

Monday, September 26, 2022 @ 11:45 a.m.
Flowerday / Yoakum

D. Monthly Meeting with Chair, Vice-Chair and Planning Department

Tuesday, September 27, 2022 @ 8:15 a.m.
Schorr / Yoakum

E. Fairgrounds JPA

Wednesday, September 28, 2022 @ 6:30 p.m.

Amundson / Vest

F. Lancaster County Ag Society

Wednesday, September 28, 2022 @ 7:00 p.m.

Amundson / Vest

G. OTHER MEETINGS ATTENDED SINCE THE LAST STAFF MEETING

11. SCHEDULE OF BOARD MEMBER MEETINGS

A. Chamber Coffee

Wednesday, October 5, 2022 @ 8:00 a.m.

Flowerday / Schorr

B. MPO Officials Committee

Thursday, September 29, 2022 @ 1:30 p.m.

Vest

12. EMERGENCY ITEMS

13. ADJOURNMENT



Lancaster County Local Emergency Operations Plan

County Board Staff Meeting Briefing
Thursday, September 29th, 2022



LEOP Background

- Nebraska state requires every county to have a Local Emergency Operations Plan (LEOP)
- The LEOP must undergo a significant revision every five years.
- Starting in 2021, the Nebraska Emergency Management Agency (NEMA) required counties to migrate their LEOP to the BOLD Planning virtual platform.
- Lancaster County's LEOP is due for revision in 2022.



LEOP Basics

- The LEOP is a summary of local government's approach to emergency management.
- The LEOP must contain:
 - Preface with the Resolution/Adoption from the Authority Having Jurisdiction
 - Concept of Operations Outlining the Jurisdiction's Approach to Emergencies
 - Organization & Assignment of Responsibilities Identifying Key Community Participants Involved in Disaster Response & Recovery
 - Functional Annexes Addressing Specific Activities Critical to Response & Recovery



12 LEOP Functional Annexes

- Direction & Control
- Communication & Warning
- Damage Assessment
- Public Information
- Evacuation
- Fire Service
- Health & Human Services
- Law Enforcement
- Mass Care
- Protective Shelter
- Public Works & Utilities
- Resource Management



15 Emergency Support Functions (ESFs)

1. Transportation
2. Communications
3. Public Works & Engineering
4. Firefighting
5. Emergency Management
6. Mass Care, Housing & Human Services
7. Logistics Management
8. Public Health & Medical Services
9. Search & Rescue
10. Oil & Hazardous Materials
11. Agriculture & Natural Resources
12. Energy
13. Public Safety & Security
14. Long-Term Community Recovery
15. External Affairs-Military

Emergency Operations Center ESF Representatives



ESF	Department	ESF	Department
1, 3	Lincoln Transportation & Utilities	4, 9, 10	Lincoln Fire & Rescue (LFR)
1, 7	Civil Air Patrol	5, 7, 14	Linc-Lanc Co Emergency Management
1	Star Tran	6	American Red Cross
1	Lincoln Airport Authority	7	Linc-Lanc Co Purchasing
2, 7	City-County GIS Info Services	8	Linc-Lanc Co Health Department
2, 7	City-County Information Services	8	LFR Emergency Medical Services
2	Linc Amateur Radio Club-Storm Spotters	12	Lincoln Electric System
2	Emergency Comm 911 Center	12	Black Hills Energy
3	Lancaster County Engineer	13	Lancaster County Sheriff's Office
3	Lincoln Parks & Rec	13	Lincoln Police Department
3	Lincoln Forestry	15	Nebraska National Guard



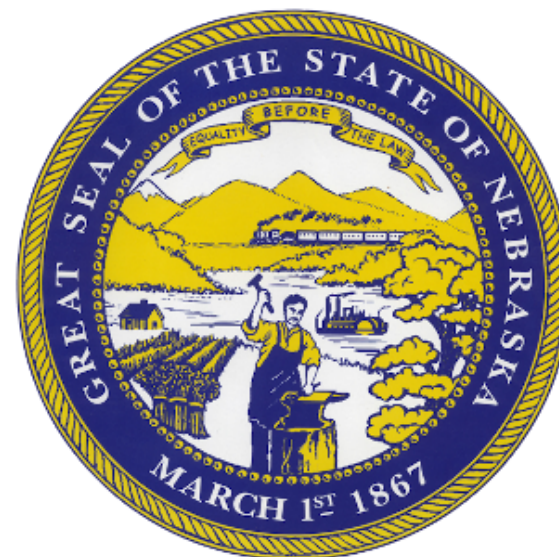
BOLD Planning

Login to NebraskaPlanner.com

Username or Email Address

Password (Case-Sensitive)

[Forgot Username/Password?](#)



Welcome to NebraskaPlanner.com
Online Planning Platform



BOLD Planning Dashboard

Overall Grade: 100%			Last Reviewed On: 08/26/2021	
Last Access by: Jim Davidsaver on 09/24/2022			Plan Expiration Date: Not Identified	
Status	Report	HTML	WORD	
	Base Plan			
	ANNEX A - DIRECTION AND CONTROL			
	ANNEX B - COMMUNICATIONS AND WARNING			
	ANNEX C - DAMAGE ASSESSMENT			
	ANNEX D - EMERGENCY PUBLIC INFORMATION			
	ANNEX E - EVACUATION			
	ANNEX F - FIRE SERVICES AND HAZARDOUS MATERIALS			
	ANNEX G - HEALTH AND HUMAN SERVICES			
	ANNEX H - LAW ENFORCEMENT			
	ANNEX I - MASS CARE			
	ANNEX J - PROTECTIVE SHELTER			
	ANNEX K - PUBLIC WORKS / UTILITIES			
	ANNEX L - RESOURCE MANAGEMENT			
	ANNEX - LEOP DATA			
	ANNEX - CONTACTS			
	ANNEX - CRITICAL FACILITIES			
	ANNEX - TEAMS & RESPONSIBILITIES			
	ANNEX - SUCCESSION			
	ANNEX - TESTING, TRAINING, AND EXERCISES / PLAN MAINTENANCE			
	ANNEX - RISK ASSESSMENT			
	ANNEX - FILE ARCHIVE			
	Download All Annexes			
	Download Complete Plan (Base Plan + Annexes)			
	Download Action Checklists by Department			



BOLD Planning

- The BOLD Planning Virtual Platform allows for updates and edits to the LEOP to ensure its contents are current.
- Controlled access grants those with a need to know 'Viewer Only' access.



Local Emergency Operations Plan

Questions?

Benefits Open Enrollment November 7th, 2022 – November 18th, 2022

As a part of the County's total rewards package, the Benefits Program offers employees choices to help them create a benefits package that best fits their needs.

There are several enhancements this year to ensure the County's Benefits Program differentiates the organization and entices talent to join and stay.

ALL benefits-eligible employees must complete open enrollment in Oracle

HIGHLIGHTS

• PRICE TAGS

- No premium changes to Vision and Voluntary Life
- Four tier Medical and Dental premium structure
 - Employee
 - Employee + Spouse – new tier rate
 - Employee + Children – new tier rate
 - Family
- No premium changes to Medical and Dental for the “Employee” and “Family” tiers
- Premiums for Medical and Dental for “Employee + Spouse” and “Employee + Children” have been adjusted to accommodate the 4-tier structure

• ENHANCEMENTS

- Hearing aid coverage with no age exclusions
- Teledocs. Doctors can review a patient's medical history, answer questions, diagnose and treat non-emergency medical conditions, and prescribe certain medicines
- Coverage effective first of the month following hire

• PLAN DESIGN

- Office visits, out-of-pocket limits, co-pays, deductibles, and prescription drug coverage remain the same
- All premiums will be deducted current month for coverage, including Medical, Dental, Vision, Life, and Flexible Spending
 - **NO deduction from employee paychecks for Medical and Dental premiums in December for January coverage because premiums will no longer be prepaid the month before.**
- Benefit deductions for Medical, Dental, Vision, Life, and Flexible Spending will be withheld equally from 24 paychecks

• COMMUNICATIONS

- Zoom meeting with HR Clerks outlining the changes and the assistance needed from them to ensure a smooth open enrollment

- Email to employees letting them know open enrollment is live with links to virtual open enrollment meetings and an enrollment guide
- Hosted virtual open enrollment meetings during the 1st week
- Reports to the managers with employees still needing to enroll, distributed on November 14th.


PSYCHOLOGIST PAY GRADE OPTIONS

3.6% between steps

PAY GRADE		STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7	STEP 8
Current	ANNUAL	93,219.36	96,582.72	100,054.24	103,654.72	107,386.24	111,252.96	115,259.04	119,410.72
	MONTHLY	7,768.28	8,048.56	8,337.85	8,637.89	8,948.85	9,271.08	9,604.92	9,950.89
	BIWEEKLY	3,585.36	3,714.72	3,848.24	3,986.72	4,130.24	4,278.96	4,433.04	4,592.72
	HOURLY	44.817	46.434	48.103	49.834	51.628	53.487	55.413	57.409
Option 1	ANNUAL	103,654.72	107,386.24	111,252.96	115,259.04	119,410.72	123,710.08	128,163.36	132,776.80
	MONTHLY	8,637.89	8,948.85	9,271.08	9,604.92	9,950.89	10,309.17	10,680.28	11,064.73
	BIWEEKLY	3,986.72	4,130.24	4,278.96	4,433.04	4,592.72	4,758.08	4,929.36	5,106.80
	HOURLY	49.834	51.628	53.487	55.413	57.409	59.476	61.617	63.835
Option 2	ANNUAL	111,252.96	115,259.04	119,410.72	123,710.08	128,163.36	132,776.80	137,558.72	142,511.20
	MONTHLY	9,271.08	9,604.92	9,950.89	10,309.17	10,680.28	11,064.73	11,463.23	11,875.93
	BIWEEKLY	4,278.96	4,433.04	4,592.72	4,758.08	4,929.36	5,106.80	5,290.72	5,481.20
	HOURLY	53.487	55.413	57.409	59.476	61.617	63.835	66.134	68.515
Option 3	ANNUAL	119,410.72	123,710.08	128,163.36	132,776.80	137,558.72	142,511.20	147,642.56	152,956.96
	MONTHLY	9,950.89	10,309.17	10,680.28	11,064.73	11,463.23	11,875.93	12,303.55	12,746.41
	BIWEEKLY	4,592.72	4,758.08	4,929.36	5,106.80	5,290.72	5,481.20	5,678.56	5,882.96
	HOURLY	57.409	59.476	61.617	63.835	66.134	68.515	70.982	73.537

COUNTY BOARD SUMMARY REPORT

TO : County Clerk: Attn: Meggan Reppert-Funke/Cori Beattie

FROM : David R. Cary, Director of Planning 

RE : **County Comprehensive Plan Conformance 22015**
Lancaster County Road and Bridge Construction Program,
Fiscal Year 2022 and 2023-2028.

DATE : September 23, 2022

Attached is the staff report (pp.1-33), the minutes of the Planning Commission meeting (pp.18-19) and the maps/tables identifying projects (pp.1-17) for the **LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM, FISCAL YEARS 2022 AND 2023 – 2028**, requested by the 22015, 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://www.lancaster.ne.gov/207/County-Engineer> or through the Planning Application Tracking System web-page site at <https://app.lincoln.ne.gov/asp/city/pats/default.aspx> with the Application Number - CPC22015.

1. The staff recommendation to find the proposed Program to be in general conformance with the current 2050 Lincoln City-Lancaster County Comprehensive Plan is based upon the Analysis as set forth on pp.3-5, concluding that Projects within the proposed amendment to the *Lancaster County Road and Bridge Construction Program, Fiscal Years 2022 and 2023-2028* have been reviewed with regard to their compatibility with the Comprehensive Plan.

The proposed *Program* amendment is found to include projects that are explicitly listed or in general conformance with the Comprehensive Plan. The County Engineer and City of Lincoln are 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 amendment to the *Lancaster County Road and Bridge Construction Program, FY 2022 and 2023-2028*, to be generally in conformance with the Comprehensive Plan.

2. The applicant's testimony is found on p.18. There was no testimony in support or opposition.
3. On September 21, 2022, the Planning Commission agreed with staff findings and recommendation and voted 5-0 (Corr, Cruz, Eddins and Joy absent) to find the proposed program to be in general conformance with the 2050 Comprehensive Plan.

The Planning staff will meet with the Lancaster County Board of Commissioners on **September 29, 2022, at 10:00 a.m.**, in Room 112 on the First Floor of the County-City Building, to brief the board members on the proposed program as referenced above. The public hearing on this proposal before the Lancaster County Board is scheduled for Tuesday, **October 13, 2022, at 6:30 p.m.**, at the County-City Building, 555 S. 10th Street, Room 112, Lincoln, NE.

If you need any further information, please let me know (402-441-7491).

cc: County Board
John Ward, County Attorney's Office
David Derbin, County Commissioners
Tim Zach, LTU Watershed Mgmt.

Kristy Bauer, County Commissioners
Pam Dingman, County Engineer
Larry Legg, Asst. County Engineer
Andrew Thierolf, 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 #22015

FINAL ACTION?
No

PLANNING COMMISSION HEARING DATE
September 21, 2022

RELATED APPLICATIONS
None

RECOMMENDATION: IN GENERAL CONFORMANCE WITH THE COMPREHENSIVE PLAN

PROPOSAL:

The *Lancaster County Road and Bridge Construction Program*, also called the *One and Six-Year Road and Bridge Construction Program*, is a program of road and bridge projects for Lancaster County. The *Program* includes projects that are completed or in progress for the current fiscal year as well as projects planned for the next six years. The *Program* is updated annually.

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 2022 and 2023-2028* with regard to its conformity with the current 2050 Lincoln-Lancaster County Comprehensive Plan.

CONCLUSION:

Projects within the proposed amendment to the *Lancaster County Road and Bridge Construction Program, Fiscal Years 2022 and 2023-2028* have been reviewed with regard to their compatibility with the Comprehensive Plan.

The proposed *Program* amendment is found to include projects that are explicitly listed or in general conformance with the Comprehensive Plan. The County Engineer and City of Lincoln are 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.

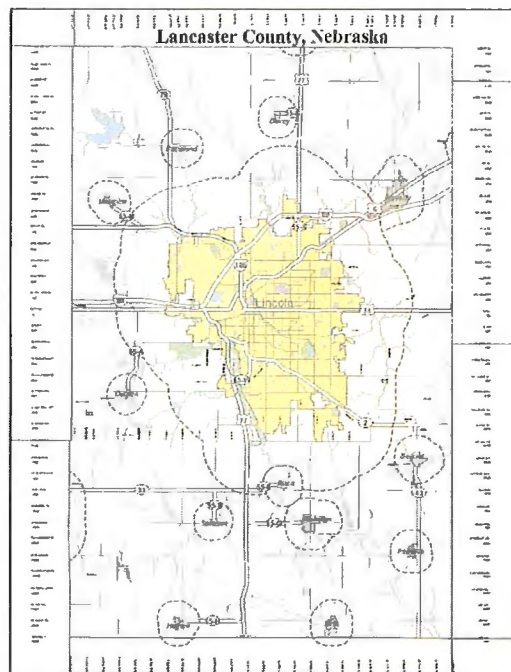
The overall finding and recommendation is that the Planning Commission find the proposed amendment to the *Lancaster County Road and Bridge Construction Program, FY 2022 and 2023-2028*, to be generally in conformance with the Comprehensive Plan.

APPLICATION CONTACT

Pam Dingman, County Engineer
(402) 441-7681
pdingman@lancaster.ne.gov

STAFF CONTACT

Rachel Christopher, Transportation Planner
Lincoln-Lancaster Planning Department and Lincoln MPO
(402) 441-7603
rchristopher@lincoln.ne.gov



COMPATIBILITY WITH THE COMPREHENSIVE PLAN

PlanForward is the Lincoln-Lancaster County [2050 Comprehensive Plan](#). The development of PlanForward was coordinated with the formulation of the Lincoln Metropolitan Planning Organization's (MPO) [2050 Long Range Transportation Plan \(LRTP\)](#). The LRTP supports the Transportation Goal, Element, and Policies of the Comprehensive Plan and is incorporated into the Comprehensive Plan by reference.

"A balanced transportation system that supports the community's needs and equitable outcomes must include maintenance of the aging infrastructure, efficiencies to allow people to move from place to place without congestion, and availability of a wide variety of safe mobility options such as walking, biking, transit, and driving... The 2050 Lincoln Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) is one of the primary planning documents that guides the region's transportation investments to accomplish this goal." (2050 Comprehensive Plan, Goals Section, G15)

"The County prioritizes street resurfacing work to maintain more heavily traveled roads to receive State funding for street resurfacing. State highways are maintained by NDOT. Approximately 88% of interstate segments and 34% of National Highway System non-interstate segments were rated as Good pavement condition in 2019. The City, County, and State also track condition of more than 600 bridges to prioritize the maintenance and possible replacements that may be necessary. Approximately 69%, 39% and 73% respectively were rated to be in Good condition as of 2020." (2050 Comprehensive Plan, Elements Section, E9)

The Rural Road Capital Projects on [Figure 5.2](#) (page 5-16) and [Table 5.4](#) (pages 5-17 through 5-20) of the 2050 LRTP show categories of projects which include paving, intersection improvements, bridge replacement and rehabilitation, and two-lane widening projects. County road improvements beyond the current Lincoln Urban Area are considered candidates for the Fiscally Constrained Rural Road & Bridge Capital Projects analysis, [Figure 7.1](#) (page 7-10) and [Table 7.5](#) (pages 7-8 through 7-9).

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. While many of the projects in the *Program* are included in the LRTP Rural Road Capital Projects, additional bridge projects may be needed.

The 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.

"The County manages 1,383 miles of rural roadways that vary greatly in width, alignment, and surface. Approximately 1,052 miles are gravel surfaced, 286 miles are paved, and 45 miles remain dirt roads. In addition, this program includes box culvert and pipe repair and maintenance, and preventative maintenance for bridges." (2050 LRTP, page 5-15)

The 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.

County roads identified in the LRTP 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.

"According to the 2018 Lancaster County Transportation Strategy, Lancaster County crews continually work on pavement preservation countywide throughout the year. The County currently does not specify performance measures for roadway condition. Crews are on the roadways with personnel and equipment evaluating existing roads and bridges for upgraded treatments as needed." (2050 LRTP, page 4-24)

"Bridges are inspected at least once every 24 months. Bridges are considered to be in Good condition if all major National Bridge Inspection components (bridge deck, bridge superstructure and bridge substructure or culvert) are in good condition or better (9, 8, 7). Bridges are considered to be in Poor condition if one or more of the major components is in Poor condition or worse (4 or less). Bridges that do not meet the criteria for Good or Poor condition are considered to be in Fair condition (5 or 6)... Using structural ratings complies with federal standards and enables County bridge evaluations." (2050 LRTP, page 4-25)

"Close coordination between the Lancaster County Engineer's Office and MPO staff occurred during the development of the LRTP update to identify a needs based rural roads program. Safety is always a major concern. Population growth and increased recreational demands in the rural areas add to the volume of traffic. Grain trucks and other commercial vehicles are carrying heavier loads than ever before and create additional problems as roads experience greater transport weights. These pressures lead to increased maintenance demands and the demand for improved pavement and modifications to road foundations. This is also true of the rural bridge needs. The decision to make improvements to the road surface is based on several factors including:

- Role of the road in the overall system
- Number of vehicles traveling the road daily
- Increased maintenance or decreased driver safety
- Type of traffic and weight of vehicles on the roadway
- Spacing or proximity to other paved roads" (2050 LRTP, page 5-14)

"Rural road capital projects include paving projects, intersection improvements, major bridge rehabilitation, road rehabilitation, and two-lane widening projects to repair or rebuild currently paved roadways." (2050 LRTP, page 5-15)

The Planning staff analysis provides a recommendation of conformance for each project in the amendment with the 2050 Comprehensive Plan using one of the three following categories: Conformance with Plan, General Conformance with Plan, and Not in Conformance with Plan. Conformance with Plan means that the project or program is explicitly identified in the Plan. General Conformance with Plan means that the project or program is partially in the Plan or meets the intent of the Plan. Not in Conformance with Plan means that the project or program is not supporting a policy in the Plan or does not meet the intent of the Plan.

The following 2050 LRTP figures/tables were used for this review:

- Rural Roads Capital Projects, [Figure 5.2](#) (page 5-16) and [Table 5.4](#) (page 5-17 through 5-20) to review needs-based projects;
- Fiscally Constrained Rural Road & Bridge Capital Projects, [Figure 7.1](#) (page 7-10) and [Table 7.5](#) (page 7-8 through 7-9) to review roadway project programming priorities; and
- Fiscally Constrained Urban Roadway Capital Projects, [Figure 7.2](#) (page 7-17) and [Table 7.6](#) (page 7-14 through 7-16) to coordinate with urban area project programming priorities.

Internet Access to Lancaster County Road and Bridge Construction Program

The current program is available at <https://www.lancaster.ne.gov/207/County-Engineer>. The current program is proposed to be amended with CPC22014. The amendment is available through the Planning Application Tracking System at <https://app.lincoln.ne.gov.aspx/city/pats/default.aspx> under the Application Number CPC22014. The proposed new program is available under the Application Number CPC22015.

Review of Proposed Road Projects

The road projects contained in the *Lancaster County Road and Bridge Construction Program* include engineering, right-of-way and utilities construction, grading, pavement, 2nd-stage pavement, and pavement maintenance. Outside the City of Lincoln, the Comprehensive Plan specifically identifies potential road paving, two lane widening, and intersection improvements.

The first level of review involved reviewing any road projects proposed for pavement, 2nd-stage pavement, pavement maintenance, and pavement widening. These projects were reviewed with regard to conformity with the Comprehensive

Plan.

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 second level of review involved reviewing all road 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 Comprehensive Plan.

Lancaster County Bridge Program

The bridge projects contained in the proposed *Lancaster County Road and Bridge Construction Program* include engineering, construction, repair, and maintenance.

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.

Twelve (12) bridge projects are identified for improvement in 2023 that include five engineering, one channel repair, one bridge construction, two concrete box culverts, general culvert maintenance engineering and construction at various locations, bridge maintenance at various locations, and concrete box culvert replacement at various locations (page 6 of the One and Six Year Program).

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 or In Progress in FY 2022		FY 2023	
	Roads	Bridges	Roads	Bridges
County	\$ 2,133,777	\$ 4,833,213	\$ 5,231,100	\$ 6,078,600
State	\$ 1,015,000	\$ 400,000	\$ 0.00	\$ 0.00
Federal	\$ 1,839,823	\$ 0.00	\$ 816,300	\$ 134,400
Other Sources	\$ 613,800	\$ 0.00	\$0.00	\$ 2,500,000
TOTAL	\$ 5,602,400	\$ 5,233,213	\$ 6,047,400	\$ 8,713,000

Program Funding is primarily with Lancaster County funds through the County budgeting process. Other funds are obtained through the Nebraska Department of Transportation (NDOT) 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 2023 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, pavement 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.

Rural to Urban Transition Project Coordination

The City of Lincoln and Lancaster County implement public street right-of-way (ROW) and construction standards necessary to repair, maintain, and construct streets located within the 3-mile zoning jurisdiction of the City of Lincoln. This mutually beneficial approach produces a longer useful life for County road investments while accommodating future growth of the City. Lancaster County capital project funding should be allocated to support the agreed upon standard when paving rural principal arterial, rural minor arterial, rural major collector, and rural minor collector roads in the Lincoln-Lancaster County Comprehensive Plan. The roadway should be graded to accommodate a functional future width and paved with an alignment to accommodate two lanes of rural paving. This approach allows future widening and urban improvements and extends the useful life of the County's capital investment. 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 at the time of annexation into the City of Lincoln.

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 metropolitan planning organization (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 Environment and Energy, Nebraska Game and Parks Commission, the Lincoln Watershed Management Division, and the Army Corps of Engineers.

Prepared by:

Rachel Christopher, Transportation Planner
Lincoln MPO / Lincoln-Lancaster Planning Department
402-441-7603
rchristopher@lincoln.ne.gov

Date: September 8, 2022

Applicant: Pam L. Dingman, P.E.
County Engineer
Lancaster County Engineering
444 Cherry Creek Road, Bldg. C
Lincoln, NE 68528
402-441-7681
pdingman@lancaster.ne.gov

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CPC/22000/CPC22015 County 1&6.rkc.docx>

JOHN BERRY
COUNTY SURVEYOR

Improvement Projects Listing on New and Existing Paved Roads

Road Projects Completed or In Progress in FY 2022

Engineering for future road improvements. These projects are in General Conformance with Plan.

- S. 98th Street (Old Cheney Road to A Street), 3.0 miles [Engineering]
- S. 98th Street (A Street to O Street), 1.0 mile [Engineering]
- N. 148th Street and Holdrege Street (Intersection Improvement), 0.5 miles [Engineering]
- Saltillo Road (27th Street to 68th Street), 3.0 miles [Engineering]

Improvement projects for 2nd-stage pavement on an existing paved road. This project is in General Conformance with Plan.

- Hickman City limits on Hickman Road to S 96th Street to Wagon Train Road to S. 110th Street, 4 miles [2nd Stage Pavement]

Engineering and 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 and require a finding of conformance with the Plan. This project is in General Conformance with Plan (see below comments).

- S.W. 42nd Street and W. Pella Road (S.W. 42nd Street, W. Hallam Road to W. Pella Road & 1200' West on W. Pella Road), 1.0 mile and 0.22 mile [Engineering and Pavement]

The Rural Road Capital Projects shown in Figure 5.2 (page 5-16) and Table 5.4 (page 5-19) of the LRTP lists concrete construction for the S.W. 42nd Street (W. Hallam Road to W. Pella Road) segment of the project. Even though the W. Pella Road (1200' West on W. Pella Road) segment of the project is not shown in the Rural Road Capital Projects, this segment of the W. Pella Road is in General Conformance with Plan because the road improvements of this project support the Plan's transportation goal of maintenance. The S.W. 42nd Street and W. Pella Road project includes state funding through the NDOT Economic Opportunity Program, which demonstrates that this project supports the Plan's transportation goal of economic vitality.

Pavement preservation/maintenance other than an asphalt overlay on an existing paved road are considered maintenance projects. This project is not specifically identified in the Comprehensive Plan but is a system maintenance project and is in General Conformance with Plan.

- Chip Seal (selected sites Countywide) [Pavement Maintenance]

Bridge Projects Completed or In Progress in FY 2022

Engineering for future bridge improvements. These projects are in General Conformance with Plan.

- Pine Lake Road (Q-110) in Stockton Township, S-17 [Engineering]
- Roca Road (R-184) in Nemaha Township, S-15 [Engineering]
- Roca Road (S-180) in Saltillo Township, S-14 [Engineering]
- W. Agnew Road (C-284) in Little Salt Township, C-12 [Engineering]
- Branched Oak Road (C-253) in Little Salt Township, C-28 [Engineering]
- East Street (E-38) in Elk Township, E-12 [Engineering]

Concrete Box Culvert replaced and upgraded. This project is in Conformance with Plan.

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

Bridge replacement and bridge structures. These projects are in Conformance with Plan.

- W. Agnew Road (D-88) in West Oak Township, S-12 [Bridge]
- S.W. 29th Street (W-50) in Buda Township, W-4 [Bridge]

Channel Repair. Bridge structures were maintained with minor and major repairs. These projects are not specifically identified in the Comprehensive Plan but are system maintenance projects and are in General Conformance with Plan.

- Various Locations, B-215, B-216 & M-73 [Channel Repair]

Bridge Maintenance. These projects are not specifically identified in the Comprehensive Plan but are system maintenance projects and are in General Conformance with Plan.

- Various Locations, M-147, G-181, M-10, K-123, C-125, P-92, X-83, W-116, C-284, C-253, & K-102 [Bridge Maintenance]

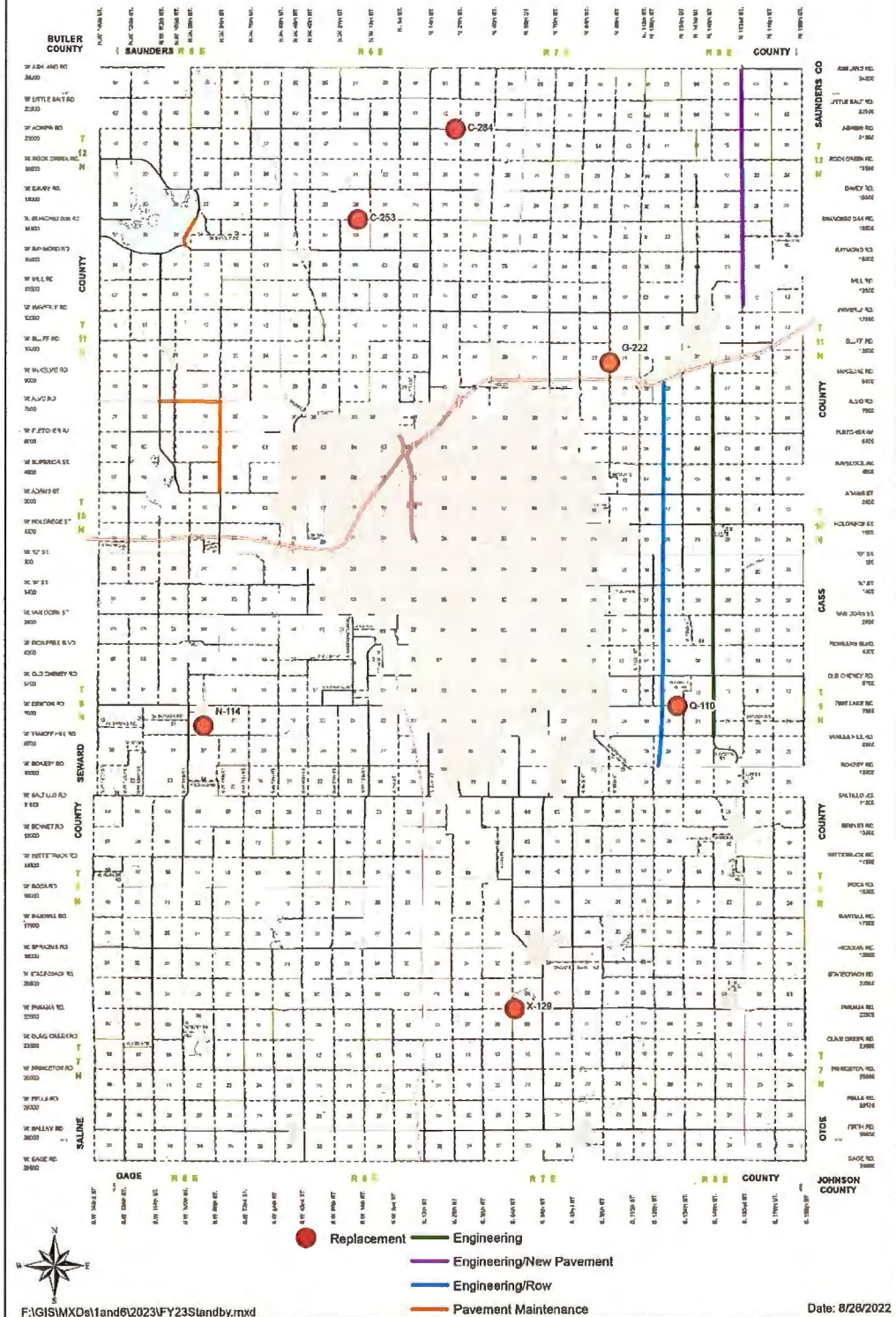
JOHN BERRY
COUNTY SURVEYOR

PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

JOHN BERRY
COUNTY SURVEYOR

FY23 Standby



Road Projects Programmed for FY 2023

Engineering for future road improvements. These projects are in General Conformance with Plan.

- N. 14th Street (Ashland Road to Alvo Road), 11.02 miles [Engineering]
- S. 68th Street (Firth Road to Stagecoach Road), 5.01 miles [Engineering]
- Fletcher Road (N. 84th Street to N. 148th Street), 4.42 miles [Engineering]
- NW 56th Street (I-80 to W. Holdrege Street), 0.7 miles [Engineering]

Engineering and grading of an existing gravel road. This project is not specifically identified in the Comprehensive Plan but is a system maintenance project and is in General Conformance with Plan.

- 98th Street (Holdrege Street to Adams Street), 1.0 mile [Engineering/Grading]

Pavement preservation/maintenance other than an asphalt overlay on an existing paved road are considered maintenance projects. These projects are not specifically identified in the Comprehensive Plan but are system maintenance projects and are in General Conformance with Plan.

- Countywide Pavement Maintenance (Various Locations)

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. This project is in Conformance with Plan.

- S.W. 14th Street (W. Bennet Road to N-33), 2.0 miles [Pavement]

Road Projects Programmed as FY 2023 Standby Projects

Engineering for future road improvements. These projects are in General Conformance with Plan.

- S. 148th Street (Yankee Hill Road to O Street), 6.0 miles [Engineering]
- N. 148th Street (O Street to McKelvie Road), 6.33 miles [Engineering]

Engineering and right of way for a future freeway. This project is in Conformance with Plan.

- East Beltway, 13.0 miles [Engineering and Right-of-Way]

Pavement maintenance other than an asphalt overlay on an existing paved road are considered maintenance projects. These projects are not specifically identified in the Comprehensive Plan but are system maintenance projects and are in General Conformance with Plan.

- NW 112th Street (Hwy 34 to NW 84th Street & W Adams Street), 4.51 miles [Pavement Maintenance]
- NW Crouse Road (W. Raymond Road to W. Branched Oak Road), 1.38 miles [Pavement Maintenance]

Engineering and Pavement of an existing gravel road. New pavement of existing gravel roads are projects that are specifically programmed in the Comprehensive Plan for paving require a finding of conformance with the Plan. This project is in Conformance with Plan.

- N. 162nd Street (US-6 to Ashland Road), 8.79 miles [Engineering and Pavement]

Bridge Projects Programmed for FY 2023

Engineering for future bridge improvements. These projects are in General Conformance with Plan.

- W. Waverly Road (F-181) in Oak Township, F-7 [Engineering]
- S. 96th Street (X-84) in Saltillo Township, S-36 [Engineering]
- Arbor Road (F-201) in Oak Township, IN-25 [Engineering]
- Martell Road (R-202) in Nemaha Township, R-23 [Engineering]

Concrete Box Culvert replaced and upgraded. These projects are in Conformance with Plan.

- Roca Road (R-184) in Nemaha Township, S-15 [Concrete Box Culvert]
- Roca Road (S-180) in Saltillo Township, S-14 [Concrete Box Culvert]

Bridge maintenance at various locations. These projects are in General Conformance with Plan.

- Various Locations (D-143, D-157, K-144, N-96, N-118, O-61, O-62, F-91) [Bridge Maintenance]

Bridge replacement and bridge structures. This project is in General Conformance with Plan.

- East Street (E-38) in Elk Township, E-21 [Bridge]

Channel Repair. Bridge structures were maintained with minor and major repairs. This project is in Conformance with Plan.

- S. 46th Street (S-59) in Saltillo Township, IN-8 [Channel Repair]

Channel repair at various locations. These projects are in General Conformance with Plan.

- Various Locations (R-116, B-209, Q-5, Q-76) in Nemaha Township, S-31 [Channel Repair]

Concrete box culvert replacement at various locations. These projects are in General Conformance with Plan.

- Various Locations (F-72, Y-78, Q-10, J-171) [Concrete Box Culvert Replacements]

Culvert maintenance at various locations. These projects are in General Conformance with Plan.

- General Culvert Maintenance - ARPA pipes (Various Locations) [Engineering and Construction]

Bridge Projects Programmed as FY 2023 Standby Projects

Bridge replacement and bridge structures. These projects are in Conformance with Plan.

- SW 91st Street (N-114) in Denton Township, IN-22 [Bridge]
- N. 98th Street (G-222) in North Bluff Township, W-24 [Concrete Slab Bridge]
- Pine Lake Road (Q-110) in Stockton Township, S-17 [Bridge]
- W. Branched Oak Road (C-253) in Little Salt Township, C-28 [Bridge]

- Panama Road (X-129) in South Pass Township, S-4 [Concrete Slab Bridge]

Concrete Box Culvert replacement. This project is in Conformance with Plan.

- Agnew Road (C-284) in Little Salt Township, S-12 [Concrete Box Culvert]

JOHN BERRY
COUNTY SURVEYOR



Road Projects Programmed for FY 2024-2028

Pavement of an existing gravel road and pavement on no existing road surface. New pavement of an existing gravel road or on no existing road surface are projects that are specifically programmed in the Comprehensive Plan for paving require a finding of conformance with the Plan. These projects are in Conformance with Plan.

- S. 98th Street (A Street to O Street), 1.0 mile [No Existing Road Surface-Pavement]
- S. 98th Street (Old Cheney Road to A Street), 3.0 miles [Gravel-Pavement]
- NW 56th Street (I-80 to W. Holdrege Street), 0.7 mile [Gravel-Pavement]

ROW and utilities improvements on an existing paved road. This project is in Conformance with Plan.

- Saltillo Road (S. 27th Street to S. 68th Street), 3.0 miles [ROW and Utilities Construction]

Improvement Projects as 2nd-stage pavement on an existing paved road. This project is in General Conformance with Plan.

- SW 100th Street / SW 98th Street (Hwy. 33 to W. Denton Road), 6.0 miles [2nd Stage Pavement]

Turn lane improvements on a paved road. This project is in Conformance with Plan.

- N. 148th and Holdrege (Intersection Improvement), 0.5 mile [Pavement Turn Lanes]

Engineering and grading for widened turf shoulders. These projects are in Conformance with Plan.

- S. 148th Street (Yankee Hill Road to O Street), 6.95 miles [Engineering and Grading, Widen Turf Shoulders]
- N. 148th Street (O Street to McKelvie Road), 5.74 miles [Engineering and Grading, Widen Turf Shoulders]
- S. 68th Street (Hickman Village Limits to Roca Road), 1.53 miles [Engineering and Grading, Widen Turf Shoulders]

Engineering and grading for widened turf shoulders. This project is in General Conformance with Plan.

- N. 14th Street (Alvo Road to Ashland Road), 11.02 miles [Engineering and Grading, Widen Turf Shoulders]

Unidentified road improvements at various locations to be determined. These projects are in General Conformance with Plan.

- Various Locations [Improvements To Be Determined]

Bridge Projects Programmed for FY 2024-2028

Engineering and Concrete Box Culvert replaced and upgraded. These projects are in Conformance with Plan.

- Hickman Road (R-213) in Nemaha Township, S-29 [Engineering and Concrete Box Culvert]
- S. 120th Street (J-138) in Stevens Creek Township, J-32W [Engineering and Concrete Box Culvert]

Concrete Box Culvert replaced and upgraded. These projects are in Conformance with Plan.

- S. 46th Street (S-59) in Saltillo Township, IN-8 [Concrete Box Culvert]
- S. 12th Street (W-104) in Buda Township, W-24 [Concrete Box Culvert]

Concrete Box Culvert replaced and upgraded. This project is in General Conformance with Plan.

- Martell Road (R-202) in Nemaha Township, R-23S [Concrete Box Culvert]

Bridge replacement and bridge structures. These projects are in Conformance with Plan.

- NW 19th Street (C-262) in Little Salt Township, IN-28 [Bridge Replacement]
- Arbor Road (F-201) in Oak Township, IN-25 [Bridge]
- Rokeby Road (O-44) in Yankee Hill Township, S-26 [Bridge Replacement]

Bridge replacement and bridge structures. These projects are in General Conformance with Plan.

- W. Waverly Road (F-181) in Oak Township, F-7S [Bridge Replacement]
- S. 96th Street (X-84) in South Pass Township, X-1W [Bridge Replacement]

Concrete Box Culvert replacement repair at various locations. These projects are in General Conformance with Plan.

- Various Locations [Concrete Box Culvert Replacement and Repair]



Pamela L. Dingman, P.E.
County Engineer

John V. Berry, P.L.S.
Deputy County Surveyor

444 Cherry Creek Road, Bldg. C
Lincoln, Nebraska 68528
Phone: 402-441-7681 Fax: 402-441-8692

August 23, 2022

Lincoln-Lancaster County Planning Department
555 S. 10th Street, Suite 213
Lincoln, NE 68508

To whom it may concern:

Please place the 2023 One and Six-Year Road and Bridge Construction Program on the Planning Commission's agenda for September 21, 2022.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Pamela L. Dingman, P.E.
Lancaster County Engineer

cc: Deb Schorr, Lancaster County Board

COMPREHENSIVE PLAN CONFORMANCE 22015

COMPREHENSIVE PLAN CONFORMANCE 22015

TO REVIEW THE PROPOSED ONE-AND SIX-YEAR LANCASTER COUNTY ROAD AND BRIDGE CONSTRUCTION PROGRAM, FISCAL YEAR 2022 AND 2023-2028, AS TO CONFORMANCE WITH THE 2050 LINCOLN-LANCASTER COUNTY COMPREHENSIVE PLAN

PUBLIC HEARING:

September 21, 2022

Members present: Ball, Campbell, Eddins, Rodenburg, Ryman Yost and Edgerton; Corr, Cruz, Eddins and Joy absent.

Staff Recommendation: In General Conformance with the Comprehensive Plan

There was an ex-parte communication disclosed.

Staff Presentation:

Pam Dingman, Lancaster County Engineer, approached to discuss and present statics on unpaved roads, bridges, culverts, county shops, service gas station for county, county cars, and repair vehicles. Dingman noted that they maintain are over 2700 residential lots. Dingman stated because of that and the increase of maintenance in the subdivisions, there are some challenges that they are faced with. Dingman showed a slide exhibit to detail the statics, closed bridges, bridge needs and proposed needs. Dingman did an inventory of roads and stated that there is a complete video of the roads and bridges in the county. Dingman stated they have multiple social media sites and that they keep updated with bridge closes. (See Exhibit #2 attached).

Campbell stated he wanted Pam Dingman to know that what was included in the packet that was received was very comprehensive and very helpful.

Proponents:

No one came forward in support.

Neutral:

No one came forward for neutral testimony.

Opposition:

No came forward in opposition.

Staff Questions:

There were no questions for staff.

Applicant Rebuttal:

There was no applicant rebuttal.

Campbell moved to close public hearing on Comprehensive Plan Conformance 22015, seconded Rodenburg, and carried 5-0: Ball, Campbell, Rodenburg, Ryman Yost, and Edgerton voting 'yes'; Corr, Cruz, Eddins and Joy absent.

COMPREHENSIVE PLAN CONFORMANCE 22015

ACTION BY PLANNING COMMISSION:

September 21, 2022

Campbell moved to approve Comprehensive Plan Conformance 22015, seconded by Rodenburg.

Campbell stated that since Dingman has been here, she has given leadership and improvements to the roads. Campbell stated that Dingman is being as aggressive as she can be with the money that is available.

Ball agrees with what Campbell stated regarding the variety of areas that need to be supported. Ball commends the work being done in all areas.

Edgerton stated she appreciates the opportunity to hear from Dingman and to bring in light the role engineering plays in making the streets safe and ensuring the communities can continue to grow. Dingman does an excellent job.

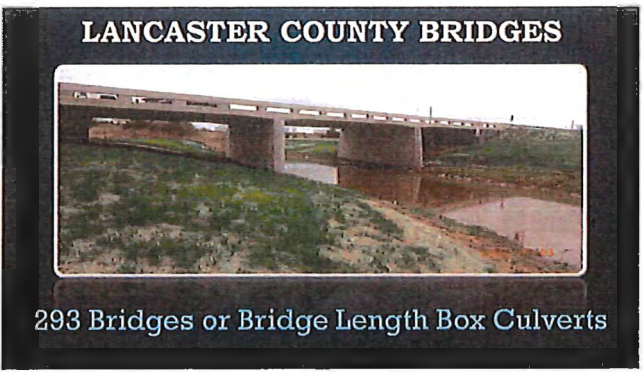
Motion carried 5-0 Ball, Campbell, Rodenburg, Ryman Yost and Edgerton voting 'yes'; Corr, Cruz, Eddins and Joy absent.



1



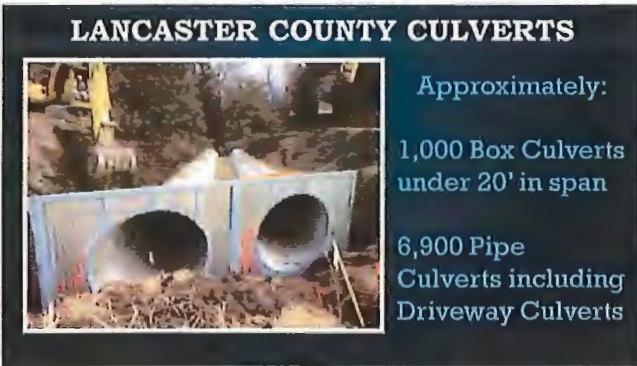
2



3



4



5



6


LANCASTER COUNTY SHOP



- **REPAIR:**
 - ✓ ALL COUNTY VEHICLES
 - ✓ HEAVY EQUIPMENT
- **SUPPLIES:**
 - ✓ GAS FOR ALL COUNTY VEHICLES
 - ✓ GAS FOR LPD

7

APPROXIMATELY 96 SUBDIVISIONS AND 2740 LOTS



8

FTE FULL-TIME EQUIVALENT		
BRIDGE & CBC MAINTENANCE - EXPANDED CREW		
ADDITIONAL COST	Actual Cost	BUDGET CURRENTLY BID OUT
Four Additional Full-time employees:		
Assistant Maintenance Supervisor (1)	73,343.00	150,000.00 Erosion control & Voids Inland abatement
Senior Equipment Operator (1)	65,613.00	Infrastructure Repairs & Maint 5% of existing budget
Equipment Operator (1)	118,633.00	200,000.00 Culvert cleaning & tree removal
	257,589.00	Infrastructure Repairs & Maint 7.5% of existing budget
Additional Equipment Asset:		370,000.00 Culvert pipe repair/maintenance
(1) Compact Track Loader	14,300.00	Structure Piers & Box Culvert 30% of existing budget
(1) Mini Excavator & attachments	14,000.00	
(1) Generator	5,000.00	
	33,300.00	
Total Annual Additional Cost	291,089.00	470,000.00 Annual Savings for Bid Out brought in House
	377,902.00	
	Net Annual Savings	
Equipment Purchase (Expenditure in Heavy Equipment Budget)		
Rolling Trailer	64,800.00	
Load Trailer	260,000.00	
	324,800.00	

9


2022 CHALLENGES FACED

- ONGOING ROAD CLOSURES AND DETOURS DUE TO LINCOLN SOUTH BELTWAY CONSTRUCTION
- SUPPLY CHAIN AND LABOR SHORTAGES DRIVING UP PROJECT COSTS
- NEED FOR A COUNTY DUST CONTROL PLAN
- INFLATION


10

Lancaster County Engineering Staff has continued to progress on repairing and reopening closed bridges.


Lancaster County Engineering Staff reduced the number of scour critical bridges from 62 to 41. Which is the first time it has been less than 48 in 2018.



**2019 vs 2022
LANCASTER
COUNTY
SCOUR
CRITICAL OR
SUSCEPTIBLE
BRIDGES**



11



CLOSED BRIDGES

- 2 Bridges Currently In Design
➤ E-38; S-180
- 2 Bridges Under Construction
➤ E-141; W-60
- 2 Bridges Designed With No Funding
➤ O-110; X-129
- 6 Bridges With No Construction, Funding Or Repair Plan
➤ A-58; A-59; A-79; D-41; R-203; X-9

12

• 2022 BRIDGE POOR RATING

• GOOD

• 119


• FAIR

• 147

• POOR


• 27


Poor ratings are based off the newest FHWA rating system and will need to be replaced



13

CURRENT BRIDGE NEEDS





- 26 Structurally Deficient
 - 4 Functionally Obsolete
 - 36 Scour Susceptible
 - 11 Scour Critical
 - 27 Poor Rating
 - 62/93 Counties in Nebraska
- 4th County in Nebraska with the highest number of closed bridges

14

3 Bridges to Box Culvert replacements in FY 22

R-210

Y-181

R-248



15



16



17



18




19

BRIDGE REPLACEMENT PROJECT

- FY 2023
 - Preliminary Engineering
 - \$168,000
 - \$134,400 – LC
 - \$33,600 – Lancaster County
 - Cost Beyond Program
 - Right-Of-Way and Utilities
 - \$10,000
 - \$8,000 – LC
 - \$2,000 – Lancaster County
 - Construction/Construction Eng.
 - \$1,382,500
 - \$1,106,000 – LC
 - \$276,500 – Lancaster County

BRIDGE F-201 (ARBOR ROAD)




Cost share split between Lancaster County and STPO – Urbanized Areas > 200,000, Lincoln (LC)

20


Bridge Projects Proposed FY 2023

S-180 & R-184



\$775,964

E-38



\$950,000

21

PROPOSED BRIDGE PROJECTS					
FY 24 – FY 28					
RURAL BRIDGE PROJECTS					
Location	Structure #	Current Bridge	ADT	Comments	Estimated Cost
RT 101 Over RR	101-01	101-01	10	Bridge	\$75,000
RT 101 Over RR	101-02	101-02	10	Bridge	\$75,000
RT 101 Over RR	101-03	101-03	10	Bridge	\$75,000
RT 101 Over RR	101-04	101-04	10	Bridge	\$75,000
RT 101 Over RR	101-05	101-05	10	Bridge	\$75,000
RT 101 Over RR	101-06	101-06	10	Bridge	\$75,000
RT 101 Over RR	101-07	101-07	10	Bridge	\$75,000
RT 101 Over RR	101-08	101-08	10	Bridge	\$75,000
RT 101 Over RR	101-09	101-09	10	Bridge	\$75,000
RT 101 Over RR	101-10	101-10	10	Bridge	\$75,000
RT 101 Over RR	101-11	101-11	10	Bridge	\$75,000
RT 101 Over RR	101-12	101-12	10	Bridge	\$75,000
RT 101 Over RR	101-13	101-13	10	Bridge	\$75,000
RT 101 Over RR	101-14	101-14	10	Bridge	\$75,000
RT 101 Over RR	101-15	101-15	10	Bridge	\$75,000
RT 101 Over RR	101-16	101-16	10	Bridge	\$75,000
RT 101 Over RR	101-17	101-17	10	Bridge	\$75,000
RT 101 Over RR	101-18	101-18	10	Bridge	\$75,000
RT 101 Over RR	101-19	101-19	10	Bridge	\$75,000
RT 101 Over RR	101-20	101-20	10	Bridge	\$75,000
RT 101 Over RR	101-21	101-21	10	Bridge	\$75,000
RT 101 Over RR	101-22	101-22	10	Bridge	\$75,000
RT 101 Over RR	101-23	101-23	10	Bridge	\$75,000
RT 101 Over RR	101-24	101-24	10	Bridge	\$75,000
RT 101 Over RR	101-25	101-25	10	Bridge	\$75,000
RT 101 Over RR	101-26	101-26	10	Bridge	\$75,000
RT 101 Over RR	101-27	101-27	10	Bridge	\$75,000
RT 101 Over RR	101-28	101-28	10	Bridge	\$75,000
RT 101 Over RR	101-29	101-29	10	Bridge	\$75,000
RT 101 Over RR	101-30	101-30	10	Bridge	\$75,000
RT 101 Over RR	101-31	101-31	10	Bridge	\$75,000
RT 101 Over RR	101-32	101-32	10	Bridge	\$75,000
RT 101 Over RR	101-33	101-33	10	Bridge	\$75,000
RT 101 Over RR	101-34	101-34	10	Bridge	\$75,000
RT 101 Over RR	101-35	101-35	10	Bridge	\$75,000
RT 101 Over RR	101-36	101-36	10	Bridge	\$75,000
RT 101 Over RR	101-37	101-37	10	Bridge	\$75,000
RT 101 Over RR	101-38	101-38	10	Bridge	\$75,000
RT 101 Over RR	101-39	101-39	10	Bridge	\$75,000
RT 101 Over RR	101-40	101-40	10	Bridge	\$75,000
RT 101 Over RR	101-41	101-41	10	Bridge	\$75,000
RT 101 Over RR	101-42	101-42	10	Bridge	\$75,000
RT 101 Over RR	101-43	101-43	10	Bridge	\$75,000
RT 101 Over RR	101-44	101-44	10	Bridge	\$75,000
RT 101 Over RR	101-45	101-45	10	Bridge	\$75,000
RT 101 Over RR	101-46	101-46	10	Bridge	\$75,000
RT 101 Over RR	101-47	101-47	10	Bridge	\$75,000
RT 101 Over RR	101-48	101-48	10	Bridge	\$75,000
RT 101 Over RR	101-49	101-49	10	Bridge	\$75,000
RT 101 Over RR	101-50	101-50	10	Bridge	\$75,000
RT 101 Over RR	101-51	101-51	10	Bridge	\$75,000
RT 101 Over RR	101-52	101-52	10	Bridge	\$75,000
RT 101 Over RR	101-53	101-53	10	Bridge	\$75,000
RT 101 Over RR	101-54	101-54	10	Bridge	\$75,000
RT 101 Over RR	101-55	101-55	10	Bridge	\$75,000
RT 101 Over RR	101-56	101-56	10	Bridge	\$75,000
RT 101 Over RR	101-57	101-57	10	Bridge	\$75,000
RT 101 Over RR	101-58	101-58	10	Bridge	\$75,000
RT 101 Over RR	101-59	101-59	10	Bridge	\$75,000
RT 101 Over RR	101-60	101-60	10	Bridge	\$75,000
RT 101 Over RR	101-61	101-61	10	Bridge	\$75,000
RT 101 Over RR	101-62	101-62	10	Bridge	\$75,000
RT 101 Over RR	101-63	101-63	10	Bridge	\$75,000
RT 101 Over RR	101-64	101-64	10	Bridge	\$75,000
RT 101 Over RR	101-65	101-65	10	Bridge	\$75,000
RT 101 Over RR	101-66	101-66	10	Bridge	\$75,000
RT 101 Over RR	101-67	101-67	10	Bridge	\$75,000
RT 101 Over RR	101-68	101-68	10	Bridge	\$75,000
RT 101 Over RR	101-69	101-69	10	Bridge	\$75,000
RT 101 Over RR	101-70	101-70	10	Bridge	\$75,000
RT 101 Over RR	101-71	101-71	10	Bridge	\$75,000
RT 101 Over RR	101-72	101-72	10	Bridge	\$75,000
RT 101 Over RR	101-73	101-73	10	Bridge	\$75,000
RT 101 Over RR	101-74	101-74	10	Bridge	\$75,000
RT 101 Over RR	101-75	101-75	10	Bridge	\$75,000
RT 101 Over RR	101-76	101-76	10	Bridge	\$75,000
RT 101 Over RR	101-77	101-77	10	Bridge	\$75,000
RT 101 Over RR	101-78	101-78	10	Bridge	\$75,000
RT 101 Over RR	101-79	101-79	10	Bridge	\$75,000
RT 101 Over RR	101-80	101-80	10	Bridge	\$75,000
RT 101 Over RR	101-81	101-81	10	Bridge	\$75,000
RT 101 Over RR	101-82	101-82	10	Bridge	\$75,000
RT 101 Over RR	101-83	101-83	10	Bridge	\$75,000
RT 101 Over RR	101-84	101-84	10	Bridge	\$75,000
RT 101 Over RR	101-85	101-85	10	Bridge	\$75,000
RT 101 Over RR	101-86	101-86	10	Bridge	\$75,000
RT 101 Over RR	101-87	101-87	10	Bridge	\$75,000
RT 101 Over RR	101-88	101-88	10	Bridge	\$75,000
RT 101 Over RR	101-89	101-89	10	Bridge	\$75,000
RT 101 Over RR	101-90	101-90	10	Bridge	\$75,000
RT 101 Over RR	101-91	101-91	10	Bridge	\$75,000
RT 101 Over RR	101-92	101-92	10	Bridge	\$75,000
RT 101 Over RR	101-93	101-93	10	Bridge	\$75,000
RT 101 Over RR	101-94	101-94	10	Bridge	\$75,000
RT 101 Over RR	101-95	101-95	10	Bridge	\$75,000
RT 101 Over RR	101-96	101-96	10	Bridge	\$75,000
RT 101 Over RR	101-97	101-97	10	Bridge	\$75,000
RT 101 Over RR	101-98	101-98	10	Bridge	\$75,000
RT 101 Over RR	101-99	101-99	10	Bridge	\$75,000
RT 101 Over RR	101-100	101-100	10	Bridge	\$75,000

22

CURRENT PAVING NEEDS	
GRAVEL ROADS	
ADT Over 400 – 13.32 Miles	
ADT Over 300 – 19 Miles	

23

2022 TRAFFIC COUNTS	
As the County continues to grow, an emphasis should be placed on paving gravel roads that have an ADT of more than 300.	
In addition, an emphasis needs to be placed on improving our major paved corridors and ensuring that bridges in paved corridors are in good condition.	

24

SALTILLO ROAD

27th Street to 68th Street

- FY 2022
 - Preliminary Engineering
 - \$764,000
 - \$742,400 – Lancaster County
 - \$21,600 – HS
- FY 2023
 - Right-Of-Way and Utilities
 - \$970,400
 - \$873,400 – HS
 - \$97,000 – Lancaster County
- FY 2025
 - Construction/Construction Eng.
 - \$7,040,000
 - \$6,336,000 – HS
 - \$704,000 – Lancaster County



PAVEMENT PROJECTS

Cost share split between Lancaster County and Highway Safety Improvement Program (HS)

25

PAVEMENT PROJECTS

EXISTING PAVMENT UPGRADES

FY 2022
Preliminary Eng.
\$165,300
\$448,000 - LC
\$112,000-Lancaster County

FY 2024
Right-Of-Way and Utilities
\$1,200,700
\$585,000 - HS
\$431,400 - LC
\$170,600 - Lancaster County

FY 2025
Construction/Construction Eng.
\$9,020,700
\$1,692,600 - HS
\$3,015,400 - LC
\$1,282,700-Lancaster County

S. 68th STREET

Firth Road to Stagecoach Road



Cost share split between Lancaster County, Highway Safety Improvement Program (HS)
STFG-Urbanized Areas > 200,000, Lincoln (LC)

26

FLETCHER ROAD

84th Street to 148th Street

FY 2023
Preliminary Engineering
\$230,400
\$184,200 - LC
\$46,100 - Lancaster County

Cost Beyond Program
Right-Of-Way and Utilities
\$10,000
\$8,000 - LC
\$2,000 - Lancaster County

Construction/Construction Engineer
\$4,660,000
\$3,728,000 - LC
\$932,000-Lancaster County




PAVEMENT PROJECTS

Cost share split between Lancaster County and STFG - Urbanized Areas > 200,000, Lincoln (LC)

27

PAVEMENT PROJECTS



Cost share split between Lancaster County and STPG - Urbanized Areas > 200,000, Lincoln (LC)

NW 56TH STREET (I-80 to W. Holdrege Street)

FY 2023
Preliminary Engineering
\$230,000
\$184,000 - LC
\$46,000 - Lancaster County

Cost Beyond Program
Right-Of-Way and Utilities
\$45,000
\$36,000 - LC
\$9,000 - Lancaster County
Construction/Construction Engineer
\$1,728,000
\$1,382,000 - LC
\$346,000 - Lancaster County

28

PAVEMENT PROJECTS



Cost share split between Lancaster County, City of Lincoln (LN) STPG - Urbanized Areas > 200,000, Lincoln (LC)

S. 98TH STREET - A Street to O Street

FY 2022
Preliminary Eng.
\$465,300
\$372,200 - LC
\$59,100 - Lancaster County
\$35,000 - LN

FY 2025
Right-Of-Way/ Utilities
\$1,621,700
\$1,297,300 - LC
\$162,200 - Lancaster County
\$162,200 - LN

Cost Beyond Program (FY 20267)
Construction/Construction Eng.
\$9,540,000
\$7,632,000 - LC
\$954,000 - Lancaster County
\$954,000 - LN


29

PAVEMENT PROJECTS

FY 2022
Preliminary Engineering
\$253,000
\$202,400 - LC
\$50,600 - Lancaster County

FY 2023
Right-Of-Way and Utilities
\$20,000
\$16,000 - LC
\$4,000 - Lancaster County

Construction/Construction Engineer
\$4,600,000
\$3,680,000 - LC
\$920,000 - Lancaster County



Cost share split between Lancaster County and STPG - Urbanized Areas > 200,000, Lincoln (LC)

S. 98th Street (Old Cheney Rd to A Street)

30

PAVEMENT PROJECTS



SW 14TH STREET
W. Bennet Rd to N-33

\$1,697,000

31



**GRADING
PROJECT
FOR FUTURE
PAVING**

N. 98th Street
(Adams St to Holdrege St)

\$750,000

32

**ROAD
PROJECTS
COMPLETED
OR IN
PROGRESS
FOR FY
2022**

- 11.24 Miles of Engineering
- 1 Mile of New Pavement
- 4 Miles of 2nd Stage Pavement
- 20.2 Miles of Chip Seal


33

- Miles with a rating of less than 80/100
- FY 2020 – 35.75 miles
- FY 2021 – 33.41 miles
- FY 2022 – 33.28 miles

PAVEMENT MAINTENANCE FY23

34

Road Projects Proposed FY 23



- Engineering – 12.02 Miles
- Chip Seal – 16 Miles
- Emergency Repairs – 2.20 Miles
(further emergency repairs - TBD)
- Pavement Preservation - TBD

A major emphasis will continue to be on maintaining pavement.

35

PROPOSED ROAD PROJECTS FY 24 - FY 28

Project Name	Location	Length (Miles)	Estimated Cost (\$)	Priority	Notes
1. 1st Street
2. 2nd Street
3. 3rd Street
4. 4th Street
5. 5th Street
6. 6th Street
7. 7th Street
8. 8th Street
9. 9th Street
10. 10th Street
11. 11th Street
12. 12th Street
13. 13th Street
14. 14th Street
15. 15th Street
16. 16th Street
17. 17th Street
18. 18th Street
19. 19th Street
20. 20th Street
21. 21st Street
22. 22nd Street
23. 23rd Street
24. 24th Street
25. 25th Street
26. 26th Street
27. 27th Street
28. 28th Street
29. 29th Street
30. 30th Street
31. 31st Street
32. 32nd Street
33. 33rd Street
34. 34th Street
35. 35th Street
36. 36th Street
37. 37th Street
38. 38th Street
39. 39th Street
40. 40th Street
41. 41st Street
42. 42nd Street
43. 43rd Street
44. 44th Street
45. 45th Street
46. 46th Street
47. 47th Street
48. 48th Street
49. 49th Street
50. 50th Street
51. 51st Street
52. 52nd Street
53. 53rd Street
54. 54th Street
55. 55th Street
56. 56th Street
57. 57th Street
58. 58th Street
59. 59th Street
60. 60th Street
61. 61st Street
62. 62nd Street
63. 63rd Street
64. 64th Street
65. 65th Street
66. 66th Street
67. 67th Street
68. 68th Street
69. 69th Street
70. 70th Street
71. 71st Street
72. 72nd Street
73. 73rd Street
74. 74th Street
75. 75th Street
76. 76th Street
77. 77th Street
78. 78th Street
79. 79th Street
80. 80th Street
81. 81st Street
82. 82nd Street
83. 83rd Street
84. 84th Street
85. 85th Street
86. 86th Street
87. 87th Street
88. 88th Street
89. 89th Street
90. 90th Street
91. 91st Street
92. 92nd Street
93. 93rd Street
94. 94th Street
95. 95th Street
96. 96th Street
97. 97th Street
98. 98th Street
99. 99th Street
100. 100th Street

Lancaster County will continue to aggressively maintain paved roads in order to preserve the existing system.

The engineering, permitting, right-of-way acquisition, and construction of the Saltillo Road Safety project will continue to be a major work effort of the department.

The engineering, permitting and construction of the 98th Street Corridor on the east side of Lincoln will provide for additional development and traffic relief. The County could not afford to do this project without MPO Funding.

36

Future Focus

Aggressive maintenance programs such as chip sealing, fog sealing, shotcrete, foam injection and embankment stabilization, assist with funding and save LCED money. In the future, these programs will reduce required maintenance needed on bridges and asphalt roads.

- As bridges continue to be placed on the poor list, it has become apparent, that in many cases, multiple bridges were constructed at the same time over the years. This has created a lack of resilience in many of our highly traveled corridors.

- Between 2016 – 2022, 29 bridges have been replaced with box culverts. Fiscal Year 23 allowed opportunity for 3 bridge replacements. LCED is continuously faced with the challenge of maintaining and repairing our aging bridge inventory.

37

VIDEO ROAD INVENTORY

Goal:

- Capture all County roads to assist with:
 - Design process
 - Review road quality
 - Ensure pre-disaster conditions prior to a FEMA event

Project Execution:

- 1,363.39 miles driven (87.76 hours)
- Videos are currently stored using Azure software and accessible in excel spreadsheets.

38

BRIDGE REPLACEMENTS



39



Facebook
@Lancaster County Engineering

Lancaster County Website

Twitter
@lancastercoengineering

For LCED updates and road closures, please follow us on:

40


A message from Engineer Dingman

The employees of LCED strive to continuously improve all aspects of the design, construction, inspection, maintenance and repair of all County roads, bridges and culverts. In addition, this department continues to strive to find innovative ways to complete record keeping, permitting, and assets management. I am truly grateful for the work they do everyday on our roads and bridges.

The County has continued to experience critical failures of pipe culverts and has reached a point where even minor weather events are likely to cause pipe failures. There are currently 14 closed bridges and several bridges that are in danger of being closed in the near future. It is imperative that additional funding be found in order to repair and replace aging infrastructure. Without additional funding, the department will continue to experience infrastructure failures and the public will continue to experience extended road closures.

As County Engineer, I will continue to fight for additional funds for new pavement and bridges, which I believe is of great importance to those who live and work in our rural communities.

41




QUESTIONS

42

COUNTY BOARD SUMMARY REPORT

TO : County Clerk: Attn: Meggan Reppert-Funke/Cori Beattie

FROM : David R. Cary, Director of Planning 

RE : **Comprehensive Plan Amendment 22005**
To amend the 2050 Lincoln-Lancaster County Comprehensive Plan to add the Comprehensive Watershed Master Plan.

DATE : September 23, 2022

1. On September 21, 2022, the Planning Commission held a public hearing on Comprehensive Plan Amendment 22005.
2. Attached is the Planning staff report that includes the proposed amendment for Comprehensive Plan Amendment 22005, to amend the 2050 Lincoln-Lancaster County Comprehensive Plan to add the Comprehensive Watershed Master Plan. The Comprehensive Watershed Master Plan will replace the 14 separate watershed master plans currently referenced in the Comprehensive Plan.
3. The staff recommendation is based upon the Analysis as set forth on p.3, concluding that the formal adoption of the Comprehensive Watershed Master Plan and inclusion into the Comprehensive Plan by reference follows the established procedure for approving watershed plans.

Adopting watershed master plans into the Comprehensive Plan allows for projects and recommendations in the watershed plans to be considered during the review of specific development proposals. Watershed master plans also provide guidance in the preparation of future capital improvement projects.

4. The staff presentation and Planning Commission discussion is found on p.17. There was no testimony in support or opposition.
5. On September 21, 2022, the Planning Commission voted 5-0 (Corr, Cruz, Eddins and Joy absent) to recommend approval of this Comprehensive Plan Amendment 22005.

The Planning staff will meet with the Lancaster County Board of Commissioners on this amendment at the regular staff meeting on **September 29, 2022, at 10:00 a.m.**, in Room 112 on the First Floor of the County-City Building. The public hearing before the County Board is pending at this time.

If you need any further information, please let me know (402-441-7491).

cc: County Board
John Ward, County Attorney's Office
David Derbin, County Commissioners
Tim Zach, LTU Watershed Mgmt.

Kristy Bauer, County Commissioners
Pam Dingman, County Engineer
Larry Legg, Asst. County Engineer
Andrew Thierolf, 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 Amendment #22005
Comprehensive Watershed Master Plan

FINAL ACTION?
No

APPLICANT
Lincoln Transportation and Utilities -
Watershed Management / Lower Platte
South Natural Resources District

PLANNING COMMISSION HEARING DATE
September 21, 2022

RELATED APPLICATIONS
None

PROPERTY ADDRESS/LOCATION
Lincoln and surrounding growth areas

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

Proposal to amend the 2050 Lincoln-Lancaster County Comprehensive Plan to add the Comprehensive Watershed Master Plan. The Comprehensive Watershed Master Plan will replace the 14 separate watershed master plans currently referenced in the Comprehensive Plan.

The draft Comprehensive Watershed Master Plan is available for review at:

<https://www.lincoln.ne.gov/City/Departments/LTU/LTU-Projects/WSM/Comprehensive-Watershed-Master-Plan>

JUSTIFICATION FOR RECOMMENDATION

Formal adoption of the Comprehensive Watershed Master Plan and inclusion into the Comprehensive Plan by reference follows the established procedure for approving watershed plans.

Adopting watershed master plans into the Comprehensive Plan allows for projects and recommendations in the watershed plans to be considered during the review of specific development proposals. Watershed master plans also provide guidance in the preparation of future capital improvement projects.

APPLICATION CONTACT

Tim Zach
Public Works & Utilities - Watershed
Management, (402) 441-7018
tzach@lincoln.ne.gov

STAFF CONTACT

Andrew Thierolf, (402) 441-6371
athierolf@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The importance of watershed planning is discussed throughout the Comprehensive Plan. Element 8 and Policy 55 specifically mention the creation of a Comprehensive Watershed Master Plan to unify the separate watershed plans currently in use.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Element 8: Energy & Utilities

Watershed Management

Comprehensive Watershed Management

The City of Lincoln Watershed Management program combines previously separate floodplain and stormwater management initiatives. This approach recognizes that floodplains, tributaries, and upland areas are all part of a comprehensive, integrated watershed system. A comprehensive approach to watershed planning is crucial as development expands into new basins around the Lincoln city limits and as redevelopment occurs within the existing urban area. A comprehensive watershed management program needs to incorporate a range of strategies including land use planning, conservation design for new subdivisions, conservation efforts, appropriate standards for floodplains and stormwater, flood warning system development/expansion, stream stabilization, stormwater storage basins, and other structural flood control efforts.

As part of the overall watershed management program, the City, in cooperation with the LPSNRD, is developing a unified master watershed management plan. This plan will be a compendium of previously approved Watershed Master Plan Studies and is to be used as a planning tool to be referenced in conjunction with proposed developments and as a guide in the preparation of future capital improvement projects. Individual Watershed Plans for several watersheds in Lincoln and the surrounding area have already been completed and are adopted as subarea plans in this document (see Implementation section). These plans evaluate and propose projects to address a wide range of water resources, and they are formulated in cooperation with other local, state and federal agencies. Ideally, additional watershed plans are completed and adopted prior to urban development occurring within a new basin. This allows projects and recommendations in the plan to be considered during the review of specific development proposals.

Policy 55: Watershed Planning

Continue comprehensive watershed management planning efforts to address both new growth and redevelopment within the existing city.

The City of Lincoln Watershed Management program combines previously separate floodplain and stormwater management initiatives. This approach recognizes that floodplains, tributaries, and upland areas are all part of a comprehensive, integrated watershed system. A comprehensive approach to watershed planning is crucial as development expands into new basins around the Lincoln city limits and as redevelopment occurs within the existing urban area. A comprehensive watershed management program needs to incorporate a range of strategies including land use planning, conservation design for new subdivisions, conservation efforts, appropriate standards for floodplains and stormwater, flood warning system development/expansion, stream stabilization, stormwater storage basins, and other structural flood control efforts.

1. Develop and utilize watershed plans during the review and evaluation of proposed developments and as a guide in the preparation of future capital improvement projects.
2. Unify individual plans into a Comprehensive Watershed Management Master Plan for Lincoln and future growth areas.
3. Seek broad public participation in the location and design of specific watershed management projects, and evaluate the relative benefits as they relate to flood hazard reduction, water quality, channel integrity, natural character, bridges, culverts, and existing public and private structures.
4. Consider the creation of a stormwater utility to provide for a steady revenue source to address the growing needs of the stormwater and watershed management system.
5. Continue to designate stormwater bond dollars to flood control, streambank stabilization, erosion, and sediment control projects, until a new funding source becomes available.
6. Continue implementing green infrastructure strategies such as rain gardens, bioswales and permeable pavement to reduce stormwater runoff. Expand guidance/resources, incentives, and implementation.

ANALYSIS

1. This is a proposal to amend the 2050 Lincoln-Lancaster County Comprehensive Plan to add the Comprehensive Watershed Master Plan. The Comprehensive Watershed Master Plan will replace the 14 separate watershed master plans currently referenced in the Comprehensive Plan.
2. Element 8 and Policy 55 of the Comprehensive Plan specifically support the development of a Comprehensive Watershed Master Plan.
3. Between 2000 and 2018 the City of Lincoln and Lower Platte South Natural Resources District (NRD) developed watershed master plans for all watersheds in the City of Lincoln and its future growth areas, including portions of Lancaster County. The plans for these 14 watersheds have been used to identify and evaluate watershed management projects and recommendations consistent with City and NRD priorities. The watershed master plans focus on the City and NRD mission and watershed management focus areas, including flood risk reduction (water quantity), stream stability, and water quality.
4. The 14 watershed master plans resulted in the identification of 209 watershed management projects to be implemented as part of the City of Lincoln Capital Improvement Program (CIP). Since 2000, 60 projects have been completed, 106 remain proposed, and the remaining have either been combined or were determined to be no longer necessary. The total value of completed projects to date is \$23 million (in 2021 dollars).
5. The proposed Comprehensive Watershed Master Plan provides a unified list of prioritized projects to be implemented with the Watershed Management CIP. The Plan also includes a review of selected watershed management activities to support implementation of CIP projects. The list of proposed projects is included in the attached Executive Summary.
6. A Technical Advisory Committee (TAC) of city and agency staff and partners was created to aid with development of the plan. In addition, there was an open house on August 9th that was attended by 21 members of the public.
7. The Comprehensive Watershed Master Plan will be at the Lower Platte South NRD Board of Directors meeting on September 14 for review and action.

PROPOSED AMENDMENTS:

Amend the 2050 Lincoln-Lancaster County Comprehensive Plan as follows:

E8: Energy & Utilities, Watershed Management

Comprehensive Watershed Management

As part of the overall watershed management program, the City, in cooperation with the LPSNRD, ~~is developing~~ has developed a unified master watershed management plan. This plan ~~is will be~~ a compendium of previously approved Watershed Master Plan Studies and is to be used as a planning tool to be referenced in conjunction with proposed developments and as a guide in the preparation of future capital improvement projects. ~~Individual Watershed Plans for several watersheds in Lincoln and the surrounding area have already been completed and are adopted as subarea plans in this document (see Implementation section). These plans evaluate and propose~~ The Comprehensive Watershed Master Plan evaluates and proposes projects to address a wide range of water resources, and ~~they are is~~ formulated in cooperation with other local, state and federal agencies. ~~Ideally, additional watershed plans are completed and adopted prior to urban development occurring within a new basin. This allows projects and recommendations in the plan to be considered during the review of specific development proposals.~~

Implementation Section, On-Going Comprehensive Plan Activities

Subarea plans considered part of this Comprehensive Plan include:

- Wilderness Park Subarea Plan; February 2000
- NRGIS Greenprint Challenge, August 2001
- City of Lincoln Strategic Plan for HUD Entitlement Programs; FY 2013-2017, Urban Development
- Lincoln Water System Facilities Master Plan; June 2014
- Lincoln Wastewater Facilities Master Plan; November 2015
- [Comprehensive Watershed Master Plan; \(adoption date\)](#)

~~Watershed Master Plans:~~

- * ~~Beal Slough Stormwater Master Plan, May, 2000~~
- * ~~Southeast Upper Salt Creek Watershed Stormwater Master Plan, 2003~~
- * ~~Stevens Creek Watershed Master Plan, 2005~~
- * ~~Cardwell Branch Watershed Master Plan, 2007~~
- * ~~Deadmans Run Watershed Master Plan, 2007~~
- * ~~Little Salt Creek Watershed Master Plan, 2009~~
- * ~~Antelope Creek Watershed Basin Management Plan, 2012~~
- * ~~South Salt Creek Watershed Master Plan, 2014~~
- * ~~Haines Branch Watershed Master Plan, 2014~~
- * ~~Middle Creek Watershed Master Plan, 2014~~
- * ~~Upper Wagon Train Watershed Master Plan, 2017~~
- * ~~Lynn Creek Watershed Master Plan, 2018~~
- * ~~North Salt Creek Watershed Master Plan, 2018~~
- * ~~Oak Creek Watershed Master Plan, 2018~~

Prepared by

Andrew Thierolf, AICP
Planner

September 12, 2022

Applicant: City of Lincoln Public Works & Utilities Department - Watershed Management
Lower Platte South Natural Resources District (NRD)

Contact: Tim Zach
Transportation and Utilities Department - Watershed Management
555 S 10th Street, Suite 203
Lincoln, NE 68508

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CPA/22000/CPA22005 Comprehensive Watershed Master Plan.adt.docx>

EXECUTIVE SUMMARY

Between 2000 and 2018, the City of Lincoln (City) and the Lower Platte South Natural Resources District (NRD) developed Watershed Master Plans for all watersheds in the City of Lincoln and its future growth areas, including portions of Lancaster County where applicable. An overview of previously master planned areas is shown on Figure ES-1; collectively these represent over 200,000 acres of master planned watershed area within the City of Lincoln and Lancaster County. The plans for these 14 watersheds have been used to identify and evaluate watershed management projects and recommendations consistent with City and NRD priorities. The Watershed Master Plans focus on the City and NRD mission and watershed management focus areas, including flood risk reduction (water quantity), stream stability, and water quality. As a result of these evaluations, the City and NRD have developed a capital improvement project (CIP) program, which is being implemented on an ongoing basis.

The 14 Watershed Master Plans resulted in identification of 209 watershed management CIPs. Since 2000, 60 projects have been completed, 106 remain proposed and the remaining have either been combined or were determined to no longer be necessary. The total value of completed projects to date is \$23.0 Million (2021 Dollars). A summary of completed projects by type is included in Table ES-1.

As the number of projects increased with each plan, there became a need to prioritize them based on funding availability and other technical considerations. In 2006 a prioritization methodology was developed, which helped inform project implementation. The prioritization methodology was updated as part of this project and was applied to the remaining projects. This Comprehensive Watershed Master Plan (Plan) focuses on an updated CIP prioritization to support ongoing watershed management priorities and implementation of proposed CIPs.

To support discussions regarding prioritization approach revisions, a Technical Advisory Committee (TAC) was created for the Plan development process. Two meetings with the TAC were held to discuss the various scope tasks, with a focus on the prioritization methodology and project scoring. Existing methodology considerations, as well as those preliminarily discussed within the Plan update process were presented to the group with feedback requested. In addition to the TAC collaboration, a public meeting was held to discuss the planning efforts and project updates, as well as provide an opportunity for the public to provide comment.

The CIP and prioritization review process included the 106 remaining proposed projects. The conceptual costs for each project were updated to reflect 2021 dollars at the time of evaluation. This update was completed based on inflation factors and actual project costs since the original plans. Note, an increase in inflation rates during 2022, and beyond, may impact actual costs.

Table ES- 1 Completed and Proposed Watershed Master Plan Projects

Project Status	Project Type	# of Projects	Cost (2021 Dollars)
Completed	Flood Risk Reduction	15	\$4,700,000
	Stream Stability	27	\$14,100,000
	Water Quality	18	\$4,200,000
	TOTAL	60	\$23,000,000
Proposed	Flood Risk Reduction	5	\$19,400,000
	Stream Stability	90	\$26,000,000
	Water Quality	10	\$1,700,000
	Miscellaneous	1	\$80,000
	TOTAL	106	\$47,180,000

A summary of the current proposed projects is provided on Figure ES-1 and in Table ES-2.

The Plan also included a review of selected watershed management activities that support CIP implementation. This review focused on the following items which are integral to the ongoing watershed management approach for the City.

1. Hydrologic and hydraulic analyses – review of best available data and conceptual assessment of how the effective data supports watershed management.
2. Minimum Flood Corridor (MFC) – application and evaluation of MFC mapping impacts based on proposed policies.
3. Stream restoration, including grade control – evaluation of stream management policy and approach recommendations to support effective long term stream corridor management, enhancement, and restoration to promote a sustainability policy rather than reactive projects.
4. NFIP Community Rating System (CRS) – evaluation of additional points opportunities to maintain or improve the City's CRS class, with a focus on activities related to stormwater management.

Summary recommendations were developed regarding CIP Implementation and Watershed Management Activities based on these evaluations. Each recommendation was assigned a relative priority and recommended implementation timeline as described below. The recommendations are summarized in Table ES-3.

Priority is defined as:

1. High – this is a critical action fundamental to maintaining or improving the watershed management programs of the City and NRD.
2. Moderate – this action is beneficial to improving watershed management programs of the City and NRD.
3. Low – this action is beneficial but not of immediate implementation importance.

Timeline is defined as:

1. Short Term – implementation should begin or be completed over the next two years.
2. Mid-Term – implementation should begin or be completed within five years.
3. Long-Term – implementation should begin or be completed within ten years.

For certain recommendations, implementation timelines may be multi-phased due to the scope of the recommendation.

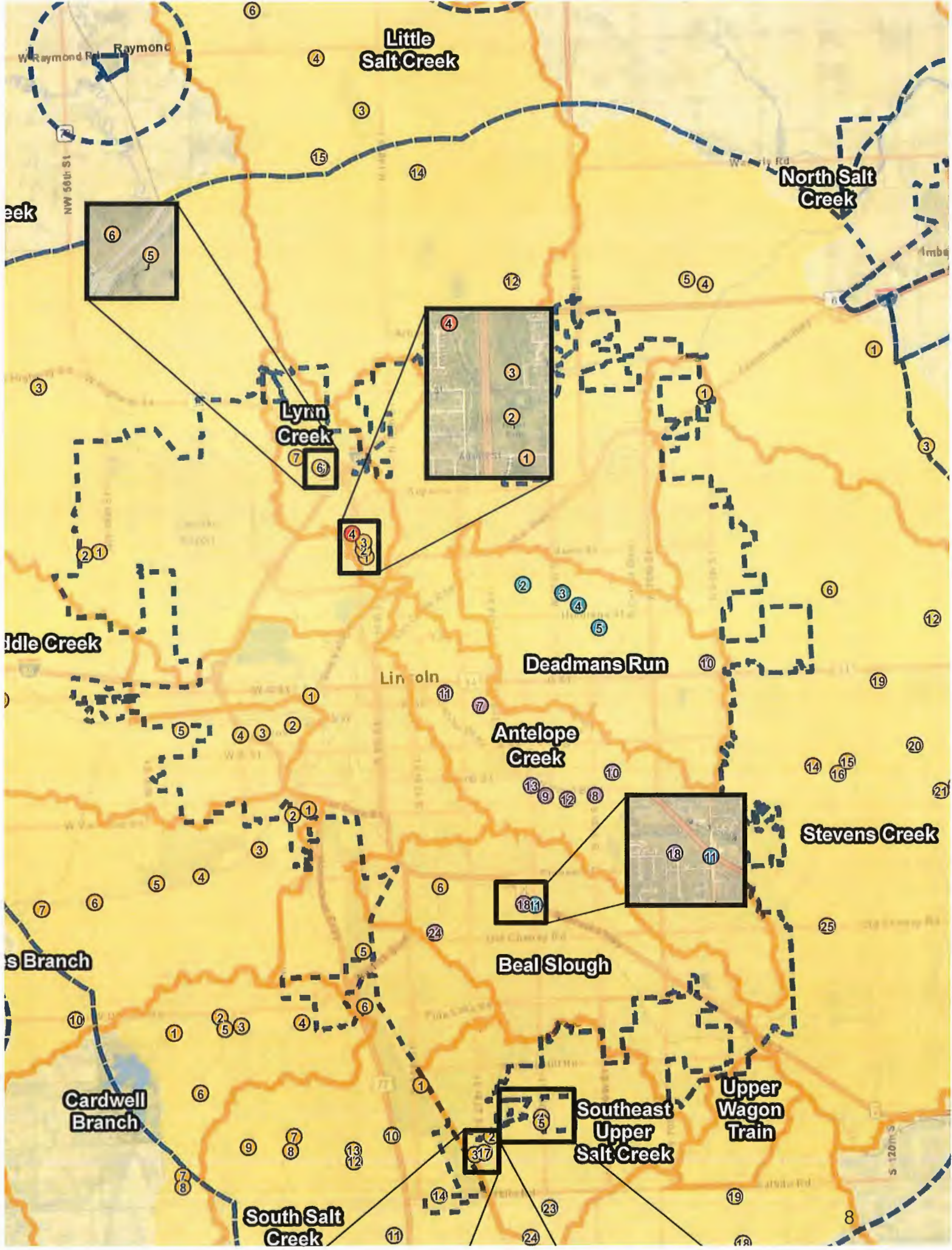


Table ES-2 - Proposed Project Summary

Project ID	Watershed	Project Type	Project Location	Project Description	Original Cost	2021 Updated Cost*
AC-7	Antelope Creek - March 2012	WQ	Woods Park (West of 33rd St. & J St.)	Bioretention & Hydrodynamic Separators	\$ 250,000	\$ 291,192
AC-8	Antelope Creek - March 2012	WQ	Gere Library (SE of 56th St. & Normal Blvd.)	Bioretention & Hydrodynamic Separators	\$ 95,000	\$ 110,653
AC-9	Antelope Creek - March 2012	WQ	Eden Park (North of 44th St. & Antelope Creek Rd.)	Bioretention	\$ 45,000	\$ 52,414
AC-10	Antelope Creek - March 2012	WQ	NW of 60th St. & South St.	Detention Cell Retrofit	\$ 45,000	\$ 52,414
AC-11	Antelope Creek - March 2012	WQ	SW of 24th St. & N St.	Antelope Creek Labyrinth Weir Water Quality	\$ 625,000	\$ 727,979
AC-12	Antelope Creek - March 2012	WQ	Van Dorn Plaza & US Post Office (North of 48th St. & Van Dorn St.)	Bioretention	\$ 65,000	\$ 75,710
AC-13	Antelope Creek - March 2012	WQ	SE of 40th St. & Normal Blvd.	Bioretention & Hydrodynamic Separators	\$ 125,000	\$ 145,596
BS-6	Beal Slough - May 2000	SS	South of Hwy 2 East & West of Southwood Dr.	Channel Stabilization & Grade Controls	\$ 300,000	\$ 442,889
BS-11	Beal Slough - May 2000	FC	40th St. north of Hwy 2	Construct Culvert	\$ 1,800,000	\$ 2,657,334
BS-18	Beal Slough - May 2000	WQ	Tierra Park: SW of 40th St. & Hwy 2	Wetland Construction	\$ 50,000	\$ 73,815
BS-24	Beal Slough - May 2000	WQ	SW of 20th St. & King Arthur Ct.	Wetland Construction	\$ 70,000	\$ 103,341
CB-1	Cardwell Branch - September 2007	SS	SE of W. 40th St. & Denton Rd.	Grade Controls	\$ 229,000	\$ 290,744
CB-2	Cardwell Branch - September 2007	SS	W. 27th St. South of Denton Rd.	Stepped Grade Controls	\$ 350,000	\$ 444,368
CB-3	Cardwell Branch - September 2007	SS	North of Cardwell Cir. Cul-de-sac	Grade Controls	\$ 276,000	\$ 350,416
CB-4	Cardwell Branch - September 2007	SS	SE of W. 12th St. & Denton Rd.	Grade Controls	\$ 704,000	\$ 893,815
CB-5	Cardwell Branch - September 2007	SS	NE of W. 27th St. & Cardwell Rd.	Grade Controls	\$ 238,000	\$ 302,170
CB-6	Cardwell Branch - September 2007	SS	NW of W. 27th St. & Rokeby Rd.	Grade Controls	\$ 891,000	\$ 1,131,234
CB-7	Cardwell Branch - September 2007	SS	NE of W. 40th St. & Saltillo Rd.	Grade Controls	\$ 217,000	\$ 275,508
CB-8	Cardwell Branch - September 2007	SS	NE of W. 40th St. & Saltillo Rd.	Grade Controls	\$ 227,000	\$ 288,204
DR-2	Deadmans Run - December 2007	FC	South of Huntington Ave./ Leighton Ave. from 33rd St. to 48th St.	Channel Widening	N/A	N/A
DR-3	Deadmans Run - December 2007	FC	North of Francis St. from 48th St. to 52nd St.	Channel Widening & Bridge Replacements	\$ 2,474,000	\$ 3,141,047
DR-4	Deadmans Run - December 2007	FC	SE of 52nd St. & Francis St. to NW of 56th St. & Holdrege St.	Channel Widening & Bridge Replacements	\$ 7,764,000	\$ 9,857,353
DR-5	Deadmans Run - December 2007	FC	Lincoln Lutheran Middle/High School (NE of 56th St. & Mopac Trail)	Dry Detention Construction	\$ 2,932,000	\$ 3,722,535
DR-10	Deadmans Run - December 2007	WQ	SW of Trail Ridge Rd. & Russwood Blvd.	Detention Pond Retrofit for Water Quality	\$ 35,000	\$ 44,437
HB-1	Haines Branch - January 2015	SS	East of Folsom St. south of Van Dorn St.	Grade Control & Outlet Protection	\$ 195,000	\$ 215,505
HB-2	Haines Branch - January 2015	SS	SW of Van Dorn St. & Folsom St.	Bank Stabilization & Grade Controls	\$ 480,000	\$ 530,473
HB-3	Haines Branch - January 2015	SS	West of W. 16th St. & Calvert St.	Grade Control	\$ 124,000	\$ 137,039

*Costs are adjusted to 2021 dollars based on inflation since the original master plan was completed

Table ES-2 - Proposed Project Summary

Project ID	Watershed	Project Type	Project Location	Project Description	Original Cost	2021 Updated Cost*
HB-4	Haines Branch - January 2015	SS	South of Pioneers Park	Grade Control	\$ 167,000	\$ 184,560
HB-5	Haines Branch - January 2015	SS	South of Pioneers Park Nature Center	Bank Stabilization & Grade Control	\$ 186,000	\$ 205,558
HB-6	Haines Branch - January 2015	SS	NE of W. 56th St. & Claire Ave.	Grade Controls	\$ 150,000	\$ 165,773
HB-7	Haines Branch - January 2015	SS	West of W. 56th St. between Pioneers Blvd. & Claire Ave.	Bank Stabilization & Grade Controls	\$ 224,000	\$ 247,554
HB-8	Haines Branch - January 2015	SS	South of Pioneers Blvd. east of W. 84th St.	Bank Stabilization & Grade Control	\$ 145,000	\$ 160,247
HB-9	Haines Branch - January 2015	SS	NE of W. 84th St. & Pioneers Blvd.	Grade Controls	\$ 276,000	\$ 305,022
HB-10	Haines Branch - January 2015	SS	SE of W. 60th St. & Denton Rd.	Bank Stabilization & Grade Controls	\$ 173,000	\$ 191,191
LS-3	Little Salt Creek - June 2009	SS	South of Mill Rd. West of 14th St.	Grade Control	\$ 91,000	\$ 111,050
LS-4	Little Salt Creek - June 2009	SS	East of 1st St. South of Raymond Rd.	Grade Control	\$ 109,000	\$ 133,016
LS-6	Little Salt Creek - June 2009	SS	East of W. 12th St. South of Branched Oak Rd.	Grade Control	\$ 91,000	\$ 111,050
LS-7	Little Salt Creek - June 2009	SS	South of Branched Oak Rd. East of W. 19th St.	Grade Control	\$ 71,000	\$ 86,644
LS-8	Little Salt Creek - June 2009	SS	East of W. 19th St. North of Branched Oak Rd.	Grade Control	\$ 84,000	\$ 102,508
LS-9	Little Salt Creek - June 2009	SS	South of Rock Creek Rd. East of W. 40th St.	Grade Control	\$ 78,000	\$ 95,186
LS-10	Little Salt Creek - June 2009	SS	South of Agnew Rd. East of W. 40th St.	Grade Control	\$ 69,000	\$ 84,203
LS-12	Little Salt Creek - June 2009	SS	West of 40th St. north of I-80	Stilling Basin	\$ 77,000	\$ 93,966
LS-14	Little Salt Creek - June 2009	SS	South of Waverly Rd. West of 27th St.	Stilling Basin	\$ 75,000	\$ 91,525
LS-15	Little Salt Creek - June 2009	SS	West of 1st St. North of Waverly Rd.	Stilling Basin	\$ 85,000	\$ 103,728
LS-16	Little Salt Creek - June 2009	SS	South of Branched Oak Rd. West of 27th St.	Stilling Basin	\$ 95,000	\$ 115,932
LS-17	Little Salt Creek - June 2009	SS	South of Davey Rd. West of 1st St.	Stilling Basin	\$ 113,000	\$ 137,898
LS-18	Little Salt Creek - June 2009	SS	South of Davey Rd. East of 1st St.	Stilling Basin	\$ 86,000	\$ 104,949
LC-1	Lynn Creek - May 2018	SS	Roper Park East: Adams St. West of N 9th St.	Grade Control & Armored Plunge Pool	\$ 372,000	\$ 381,450
LC-2	Lynn Creek - May 2018	SS	Roper Park East: SW of N 9th St. & Knox St.	Grade Control	\$ 372,000	\$ 386,647
LC-3	Lynn Creek - May 2018	SS	Roper Park East: West of N 9th St. between Manatt St. & Judson St.	Grade Control	\$ 246,000	\$ 255,686
LC-4	Lynn Creek - May 2018	MISC	Roper Park West: NE of N 4th St. Ct.	Stream Stabilization & Trail Relocation	\$ 75,000	\$ 77,953
LC-5	Lynn Creek - May 2018	SS	West of NW 1st St. & Barons Rd.	Grade Control & Armored Plunge Pool	\$ 129,000	\$ 134,079
LC-6	Lynn Creek - May 2018	SS	North of NW 1st St. & Barons Rd.	Grade Control	\$ 83,000	\$ 86,268
LC-7	Lynn Creek - May 2018	SS	South of W. Harvest Dr. between NW Fairway Dr. & NW 5th St.	Grade Control	\$ 353,000	\$ 366,899

*Costs are adjusted to 2021 dollars based on inflation since the original master plan was completed

Table ES-2 - Proposed Project Summary

Project ID	Watershed	Project Type	Project Location	Project Description	Original Cost	2021 Updated Cost*
MC-2	Middle Creek - January 2015	SS	NW of Rosa Parks Way & Folsom St.	Grade Control	\$ 87,000	\$ 96,148
MC-3	Middle Creek - January 2015	SS	North of Rosa Parks Way East of Hwy 77	Pipe Outfall Restoration & Erosion Protection	\$ 129,000	\$ 142,565
MC-4	Middle Creek - January 2015	SS	NE of Coddington Ave. & Millstone Rd.	Bank Stabilization & Grade Controls	\$ 175,000	\$ 193,402
MC-5	Middle Creek - January 2015	SS	East of W. 40th St. north of W. A St.	Grade Controls	\$ 590,000	\$ 652,040
MC-6	Middle Creek - January 2015	SS	South of W. O St. East of W. 84th St.	Bank Stabilization & Stilling Basin & Grade Control	\$ 287,000	\$ 317,179
MC-7	Middle Creek - January 2015	SS	North of I-80 between W. 84th St. & W. 98th St.	Bank Stabilization & Grade Controls	\$ 297,000	\$ 328,230
NSC-1	North Salt Creek - May 2018	SS	North of Alvo Rd. east of N 120th St.	Armored Plunge Pool	\$ 97,000	\$ 100,819
NSC-3	North Salt Creek - May 2018	SS	West of N 134th St. between Fletcher Ave. & Havelock Ave.	Armored Plunge Pool	\$ 116,000	\$ 120,567
NSC-4	North Salt Creek - May 2018	SS	East of N 84th St. north of I-80	Bank Stabilization & Grade Control	\$ 275,000	\$ 285,828
NSC-5	North Salt Creek - May 2018	SS	NW of McKelvie Rd. & N 70th St.	Grade Control	\$ 185,000	\$ 192,284
OC-1	Oak Creek - May 2018	SS	325 ft downstream from the W Craw St culvert.	Grade Control & Pipe Outfall	\$ 91,000	\$ 94,583
OC-2	Oak Creek - May 2018	SS	975 ft upstream of the W Craw St culvert crossing	Grade Control	\$ 80,000	\$ 83,150
OC-3	Oak Creek - May 2018	SS	1,000 ft south of US Highway 34	Grade Control	\$ 526,000	\$ 546,711
OC-4	Oak Creek - May 2018	SS	Approximately 2,600 ft south of the intersection of US Highway 34 and NW 70th St to NW 84th St.	Grade Control	\$ 1,023,000	\$ 1,063,280
SSC-1	South Salt Creek - January 2015	SS	SW of W. O St. & Sun Valley Blvd.	Grade Controls	\$ 239,000	\$ 264,131
SSC-5	South Salt Creek - January 2015	SS	South of Old Cheney Rd. East of 1st St.	Bank Stabilization & Grade Controls	\$ 325,000	\$ 359,175
SSC-6	South Salt Creek - January 2015	SS	SE of Warlick Blvd. & Hwy 77	Bank Stabilization & Grade Controls	\$ 468,000	\$ 517,211
SSC-7	South Salt Creek - January 2015	SS	North of Rokeby Rd. East of W. 12th St.	Bank Stabilization & Stilling Basin & Grade Control	\$ 190,000	\$ 209,979
SSC-8	South Salt Creek - January 2015	SS	East of W. 12th St. South of Rokeby Rd.	Stilling Basin & Grade Control	\$ 162,000	\$ 179,035
SSC-9	South Salt Creek - January 2015	SS	South of Rokeby Rd. between W. 12th St. & W. 27th St.	Grade Control	\$ 105,000	\$ 116,041
SSC-10	South Salt Creek - January 2015	SS	SW of Rokeby Rd. & Hwy 77	Bank Stabilization & Grade Controls	\$ 107,000	\$ 118,251
SSC-11	South Salt Creek - January 2015	SS	NW of Hwy 77 & Bennet Rd.	Grade Controls & Wetland Construction	\$ 201,000	\$ 222,136
SSC-12	South Salt Creek - January 2015	SS	East of 1st St. South of Rokeby Rd.	Bank Stabilization & Stilling Basin & Grade Control	\$ 197,000	\$ 217,715
SSC-13	South Salt Creek - January 2015	SS	East of 1st St. South of Rokeby Rd.	Bank Stabilization & Stilling Basin & Grade Control	\$ 156,000	\$ 172,404
SSC-14	South Salt Creek - January 2015	SS	North of Saltillo Rd. between 14th St. & 25th St.	Bank Stabilization & Stilling Basin & Grade Control	\$ 137,000	\$ 151,406
SSC-15	South Salt Creek - January 2015	SS	East of 25th St. North of Wittstruck Rd.	Grade Controls	\$ 129,000	\$ 142,565
SSC-16	South Salt Creek - January 2015	SS	North of Wittstruck Rd. between 82nd St. & 96th St.	Bank Stabilization & Grade Controls	\$ 273,000	\$ 301,707

*Costs are adjusted to 2021 dollars based on inflation since the original master plan was completed

Table ES-2 - Proposed Project Summary

Project ID	Watershed	Project Type	Project Location	Project Description	Original Cost	2021 Updated Cost*
SSC-17	South Salt Creek - January 2015	SS	South of Bennet Rd. East of 82nd St.	Grade Control	\$ 136,000	\$ 150,301
SSC-18	South Salt Creek - January 2015	SS	North of Bennet Rd. East of 82nd St.	Grade Control	\$ 78,000	\$ 86,202
SSC-19	South Salt Creek - January 2015	SS	South of Saltillo Rd. East of 82nd St.	Grade Control	\$ 85,000	\$ 93,938
SE-1	Southeast Upper Salt Creek - October 2003	SS	East of 14th St. south of Yankee Hill Rd.	Grade Check	\$ 80,500	\$ 111,444
SE-2	Southeast Upper Salt Creek - October 2003	SS	South of Rokeby Rd. East of 27th St.	Grade Check	\$ 80,500	\$ 111,444
SE-3	Southeast Upper Salt Creek - October 2003	SS	West of 27th St. South of Rokeby Rd.	Grade Check	\$ 80,500	\$ 111,444
SE-4	Southeast Upper Salt Creek - October 2003	SS	West of 40th St. North of Rokeby Rd. (north culvert)	Grade Check	\$ 80,500	\$ 111,444
SE-5	Southeast Upper Salt Creek - October 2003	SS	West of 40th St. North of Rokeby Rd. (south culvert)	Grade Check	\$ 80,500	\$ 111,444
SE-17	Southeast Upper Salt Creek - October 2003	SS	West of 27th St. South of Rokeby Rd.	Stream Stabilization	\$ 950,000	\$ 1,315,177
SE-23	Southeast Upper Salt Creek - October 2003	SS	South of Saltillo Rd. East of 40th St.	Stream Stabilization	\$ 80,000	\$ 110,752
SE-24	Southeast Upper Salt Creek - October 2003	SS	West of 38th St. north of Bennet Rd.	Stream Stabilization	\$ 80,000	\$ 110,752
ST-1	Stevens Creek - March 2005	SS	NW of 84th & Hwy 6	Bank Stabilization & Grade Controls	\$ 536,000	\$ 713,575
ST-6	Stevens Creek - March 2005	SS	NW of 112th St. & Holdrege St.	Bank Stabilization & Grade Controls	\$ 464,000	\$ 617,721
ST-12	Stevens Creek - March 2006	SS	West of 134th St. South of Holdrege St.	Bank Stabilization & Grade Controls	\$ 1,118,000	\$ 1,488,389
ST-14	Stevens Creek - March 2005	SS	East of 98th St. between A St. & Van Dorn St.	Bank Stabilization & Grade Controls	\$ 393,000	\$ 523,199
ST-15	Stevens Creek - March 2005	SS	East & West of 112th St. North of Secretariat Dr.	Bank Stabilization & Grade Controls	\$ 536,000	\$ 713,575
ST-16	Stevens Creek - March 2005	SS	West of 112th St. South of Secretariat Dr.	Grade Control	\$ 43,000	\$ 57,246
ST-19	Stevens Creek - March 2005	SS	SE of 120th St. & O St.	Bank Stabilization & Grade Controls	\$ 54,000	\$ 71,890
ST-20	Stevens Creek - March 2005	SS	SW of 134th St. & A St.	Bank Stabilization & Grade Controls	\$ 568,000	\$ 756,176
ST-21	Stevens Creek - March 2005	SS	NW of 134th St. & Van Dorn St.	Armored Plunge Pool	\$ 187,000	\$ 248,952
ST-22	Stevens Creek - March 2005	SS	NE of 138th St. & Van Dorn St.	Bank Stabilization & Grade Controls	\$ 450,000	\$ 599,083
ST-23	Stevens Creek - March 2005	SS	East of 148th St. South of Van Dorn St.	Bank Stabilization & Longitudinal Weir	\$ 97,000	\$ 129,136
ST-24	Stevens Creek - March 2005	SS	West of 138th St. North of Pioneers Blvd.	Rock Stilling Basin	\$ 187,000	\$ 248,952
ST-25	Stevens Creek - March 2005	SS	North of Old Cheney Rd. between 98th St. & 112th St.	Armored Plunge Pool	\$ 123,000	\$ 163,749
ST-26	Stevens Creek - March 2005	SS	North & South of Old Cheney Rd. West of 148th St.	Bank Stabilization & Grade Controls	\$ 275,000	\$ 366,106

*Costs are adjusted to 2021 dollars based on inflation since the original master plan was completed

Table ES-3 - Plan Recommendations

Category	Action	Priority	Timeline	Recommendation
CIP Implementation	1) Implement CIP Program	High	Short Term (0-2 years) and Ongoing	Continue to implement the planned CIPs to the extent practicable based on current and future funding. The remaining proposed projects have the same merit, if not more so, than when originally planned. These project areas evolve due to natural and man-made forces and can deteriorate further, creating more impacts and increasing the cost to implement. Opportunities to address the concern in an efficient and expedient manner are also reduced and sometimes eliminated due to these changing conditions. Continued focus on implementation, funding, and permitting strategies are key to ensuring projects are completed and their intent is preserved. Section 6 reports the remaining proposed projects at the time of this Plan.
	2) Periodic Prioritization Review	High	Mid-Term (2-5 years)	Consider strategies to periodically review and assess implementation priorities. This process could be completed in a way similar to the NRD's Long Range Implementation Plan (LRIP). It is recommended that project priorities, scoring, and implementation be more formally planned and evaluated at least annually, or some regular interval that aligns with implementing decision making such as funding programming. This will also allow for consistent prioritization scoring and tracking year over year, as well as a consistent review of funding opportunities or coincident projects that may be applicable and potentially change each year.
	3) Monitor Watershed Conditions	Moderate	Mid-Term (2-5 years); timing dependent on LiDAR data collection timing	<p>Plan for consistently tracking watershed conditions and changes. Recommendations include but are not limited to:</p> <ul style="list-style-type: none"> - Consistent, periodic LiDAR data collection coupled with a program for consistent and comparable analyses to identify watershed changes. Ideally, this would be supplemented by higher resolution data collection for key stream reaches based on factors such as imminent development or known stability issues and be implemented pre-development for those stream reaches so a focused stream corridor management plan can be developed. - Field verification of those areas identified in this Plan based on the completed change detection analysis would help inform future data collection efforts. - Evaluate stream corridor capacity and management/restoration needs prior to development occurring. The master plans may act as a basis, but implementation requires ongoing monitoring (leveraging LiDAR data collection) and review coupled with stream stability project field visits and updated scoring to ensure priority areas are addressed. Along with this, develop an overall stream restoration and amenity strategy by stream reach, leveraging the MFC as a baseline. - Drone flights of key stream reaches, as needed for priority areas or to supplement LiDAR data. Regular collection of photographic data can help monitor and prioritize activities and project implementation.
	4) Improve GIS Data Tracking	Moderate	Short Term (0-2 years)	Improve GIS tracking of key watershed data, leveraging enterprise data sets to ensure the baseline data used for CIP decision making is as current and accurate as possible.
	5) Complete Updated Prioritization Scoring	High	Short Term (0-2 years)	Complete the prioritization scoring for the proposed projects. Where possible, the scoring sheets were completed based on the prior scoring information, information included in the Watershed Master Plans, and/or information from the City and NRD. There were additional considerations added to the scoring sheet which could not be determined within this scope of work. These items are generally more subjective and are intended to be updated on a more regular basis than the technical criteria.

Table ES-3 - Plan Recommendations (continued)

Category	Action	Priority	Timeline	Recommendation
Watershed Management Activities	6) Update Flood Risk Model Data for All Streams	High	Start Short Term (0-2 years); due to scope and size ongoing Mid-Term (2-5 years)	Develop updated detailed flood risk modeling for all streams, with an initial focus on streams with older flood modeling or immediate development pressure. Complete the updates using gridded precipitation hydrologic models and/or rain on grid, in conjunction with 2D hydraulic modeling which, at the time of this Plan, represent the state of the practice techniques and software that are available and used by most stakeholders. These models can then be used to establish an existing hydrologic and stream condition baseline for future development management; using current surface-based flood model data the City can explicitly track the impact of development throughout the stream system in a way that was not previously possible. This in turn can be used to guide CIP implementation decisions.
	7) Implement Minimum Flood Corridor (MFC) Policy	High	Short Term (0-2 years)	Implement the MFC policy recommendations as identified in the North Salt Creek Watershed Master Plan. The analyses completed in the North Salt Creek Watershed Master Plan, as well as the additional analysis completed in this Comprehensive Watershed Master Plan, indicated a range of drainage areas associated with the identification of a "defined bed and bank"; however, the average continues to approach values included in the MFC policy recommendations. The analysis findings illustrate the fact that watersheds and drainageways are natural systems and their characteristics will vary relative to drainage areas and topographic features. The literature review similarly identifies a range of guidelines for identifying, protecting and preserving these areas as well. The regional guidance included in the literature review aligns with the MFC policy recommendations. There is value in a policy that aligns with regional guidance, provides explicit requirements which reduce ambiguity for stakeholders to work within, while balancing preservation benefits with development processes. Additionally, there are erosion hazards associated with these corridors which have not been evaluated or identified; therefore, this policy will help reduce the risk to the public and infrastructure from these hazards until they can be identified in detail.
	8) Evaluate Stream and Flood Corridor Erosion Hazards	High	Mid-Term (2-5 years)	Evaluate the erosion hazards associated with the stream and flood corridors. The current effective and draft MFC policies acknowledge erosion hazard risks, but they are not quantified. Further evaluation will help identify additional stream degradation and widening potential which can inform future MFC policy. The hazards could be identified based on stable stream profiles, local lateral/bank stability considerations, and lateral migration potential. The evaluation of these erosion hazards can be coupled with development of stream restoration and grade control criteria and policies which can be used alongside the MFC for the public's protection as well as natural amenity development.
	9) Develop Grade Control Criteria and Policies	High	Mid-Term (2-5 years)	Develop grade control criteria and policies. Similar to the MFC, criteria and policy explicitly identifying the requirements would help ensure the stream corridors are protected, limiting erosion and degradation hazards. This could be accomplished with, and at least informed by, the development of erosion hazard information.
	10) Develop Stream Restoration Plan	Moderate	Mid-Term (2-5 years)	Develop an overall stream restoration and amenity strategy by stream reach. With a restoration plan the City and NRD can be prepared to proactively accommodate development while addressing stream grade control, through restoration. Additionally, this would likely align with current and potentially future permitting considerations, hopefully lessening permitting burdens. The MFC could be leveraged in the interim until more detailed plans are developed. This planning may also potentially provide support for funding avenues focused on stream protection and restoration.
	11) Evaluate Alternative CIP Funding Opportunities	High	Mid-Term (2-5 years)	Evaluate funding and planning levels required to implement the CIPs effectively to proactively address issues and avoid further stream degradation in the interim. The City and NRD have a prioritized CIP list allowing for proactive planning. However, there may come a time when development pressure outpaces the ability to fund construction of these features prior to losing opportunities or further degradation. Consider what funding and planning levels might be appropriate to implement these CIPs on a larger, multi-project scale.
	12) Consider CIP Implementation Incentives	Moderate	Long-Term (5-10 years)	Investigate incentive strategies and structures to help facilitate CIP implementation and stream restoration programming. Three potential incentives structures were identified in this Plan for consideration by the City are water quality based, development of a streamlined regional general permit, and maintenance obligation. Adding incentives for stakeholders to help implement policies towards meeting goals would help expedite the program, as well as promote consistency as the City's developed area grows.
	13) Pursue CRS Class Advancement	Moderate	Short Term (0-2 years)	Coordinate with ISO to review selected CRS points categories as well as the Class 4 pre-requisites to determine a path forward for the City regarding possible class advancement.



August 24, 2022

David Cary
Lincoln-Lancaster County Planning Department
555 South 10th Street, Suite 213
Lincoln, NE 68508

Dear Mr. Cary:

This is a request by Lincoln Transportation and Utilities (LTU) and the Lower Platte South Natural Resources District (LPSNRD) to place the following item on the September 21, 2022 Planning Commission agenda.

An amendment is requested to the Lincoln-Lancaster County Comprehensive Plan to replace the individual Watershed Master Plans with the Comprehensive Watershed Master Plan on the list of subarea plans in the Implementation Section of the Comprehensive Plan, and also to update the Watershed Management section of Element 8: Energy and Utilities to reference the completion of the Comprehensive Watershed Master Plan.


LTU and the LPSNRD have completed watershed master plans for all 14 watersheds within the City and its extraterritorial jurisdiction, starting in 2000 and finishing in 2018. These plans were developed to provide long term planning tools and guidance for addressing flooding, channel erosion, and water quality issues. The Comprehensive Watershed Master Plan is a compilation of these 14 plans. The Comprehensive Watershed Master Plan will be at the LPSNRD Board for review and approval on September 14, 2022.

Attached is the executive summary for the Comprehensive Watershed Master Plans. The entire Plan can be found online at lincoln.ne.gov/watershed, then click on Watershed Master Plans.

Should you have any questions or need further information, please contact Tim Zach with Lincoln Transportation and Utilities, tzach@lincoln.ne.gov or 402-441-7589.

Sincerely,


Elizabeth Elliott, Director
Lincoln Transportation and Utilities


Paul Zillig, General Manager
Lower Platte South Natural Resources District

cc: Tim Zach, Lincoln Transportation and Utilities

IT IS OUR MISSION to responsibly deliver, enhance and maintain vital infrastructure and services for the good of our community.



MEMORANDUM

TO: Lancaster County Board

FROM: David R. Cary, Director of Planning

SUBJECT: **Comprehensive Plan Amendment 22005**
(Amend the 2050 Lincoln-Lancaster County Comprehensive Plan to add the Comprehensive Watershed Master Plan)

DATE: September 22, 2022

COPIES: David Derbin, Chief Administrative Officer, County Board
Kristy Bauer, Deputy Chief Administrative Aide, County Board

Attached for your information is a copy of the Summary Report for Comprehensive Plan Amendment 22005, to amend the 2050 Lincoln-Lancaster County Comprehensive Plan to add the Comprehensive Watershed Master Plan.

Please note that this Comprehensive Plan Amendment is scheduled for public hearing before the Lincoln City Council on **Monday, October 17, 2022, at 3:00 p.m.** This Comprehensive Plan Amendment is within the regulatory jurisdiction of the City Council and is being routed to the County Commissioners for information purposes only; no County Board hearing or action is required.

If you have questions on this amendment, please feel free to contact Andrew Thierolf in the Planning Department at 402-441-6371 or Andrew D. Thierolf at athierolf@lincoln.ne.gov

f:\devreview\factsheets\CB\2022\CPA22005 Memo to CB

COMPREHENSIVE PLAN AMENDMENT 22005

COMPREHENSIVE PLAN AMENDMENT 22005

TO AMEND THE 2050 LINCOLN-LANCASTER COUNTY COMPREHENSIVE PLAN TO ADD THE COMPREHENSIVE WATERSHED MASTER PLAN

PUBLIC HEARING:

September 21, 2022

Members present: Ball, Campbell, Rodenburg, Ryman Yost and Edgerton; Corr, Cruz, Joy and Eddins absent.

Staff Recommendation: Approval

There was an ex-parte communication disclosed.

Staff Presentation:

Tim Zach, Transportation and Utilities, 555 South 10th Street, Lincoln, NE, came forward with Mark Lindemann, Lower Platte South NRD, 3125 Portia Street. Lindemann stated that the NRD has been working with the city for previous years and to provide support to approve the master plan. Lindemann stated that the Board of Directors voted to approve also. Zach provided history of Watershed Master Plans, tasks to be proactive, project prioritizations and proposed projects. Zach proceeded to break down how they manage the watershed and the processes that they do. Zach showed some of the projects of the types that they have done and propose. (See Exhibit #1).

Campbell asked why there is riprap on one side and not the other side of the project in the slide. Zach explained it is to protect the infrastructure.

Rodenburg stated that the Antelope Valley was the biggest project that NRD was instrumental in. Zach stated that did not come out of the Master Plan Project, but Deadmans Run did, and it was beneficial to the city.

Zach stated that master plans have been done in the past, but they are looking at the prioritization method. Zach stated that was updated and now there currently are 106 proposed projects. On the website there is an interactive report with a map that can be utilized to see the projects. This is a good educational tool to search each project, description, and cost for the community.

Edgerton stated that it does makes sense to have all in one area to contrast and prioritize by having in one plan.

Proponents:

No one came forward in support.

Neutral:

No one came forward for neutral testimony.

Opposition:

No came forward in opposition.

Staff Questions:

There we no questions for staff.

Applicant Rebuttal:

There was no applicant rebuttal.

Campbell moved to close public hearing on Comprehensive Plan Amendment 22005, seconded by Rodenburg and carried 5-0: Ball, Campbell, Rodenburg, Ryman Yost, and Edgerton voting 'yes'; Corr, Cruz, Eddins and Joy absent.

COMPREHENSIVE PLAN AMENDMENT 22005

ACTION BY PLANNING COMMISSION

September 21, 2022

Campbell moved approval, seconded by Rodenburg.

Ryman Yost stated that she liked having in one master plan and that the tools created online are excellent. This is good for everyone to have access to.

Campbell is pleased to know that there is a prioritization and to the public to help understand the ranking of the projects.

Edgerton agrees with Campbell and that it enhances the transparency of what is being done and the accountability.

Motion carried 5-0: Ball, Campbell, Rodenburg, Ryman Yost, and Edgerton voting 'yes'; Corr, Cruz, Eddins and Joy absent.



LOWER PLATTE SOUTH
natural resources district

LINCOLN COMPREHENSIVE WATERSHED MASTER PLAN

Tim Zach, Superintendent of Stormwater

LTU Watershed Management Division

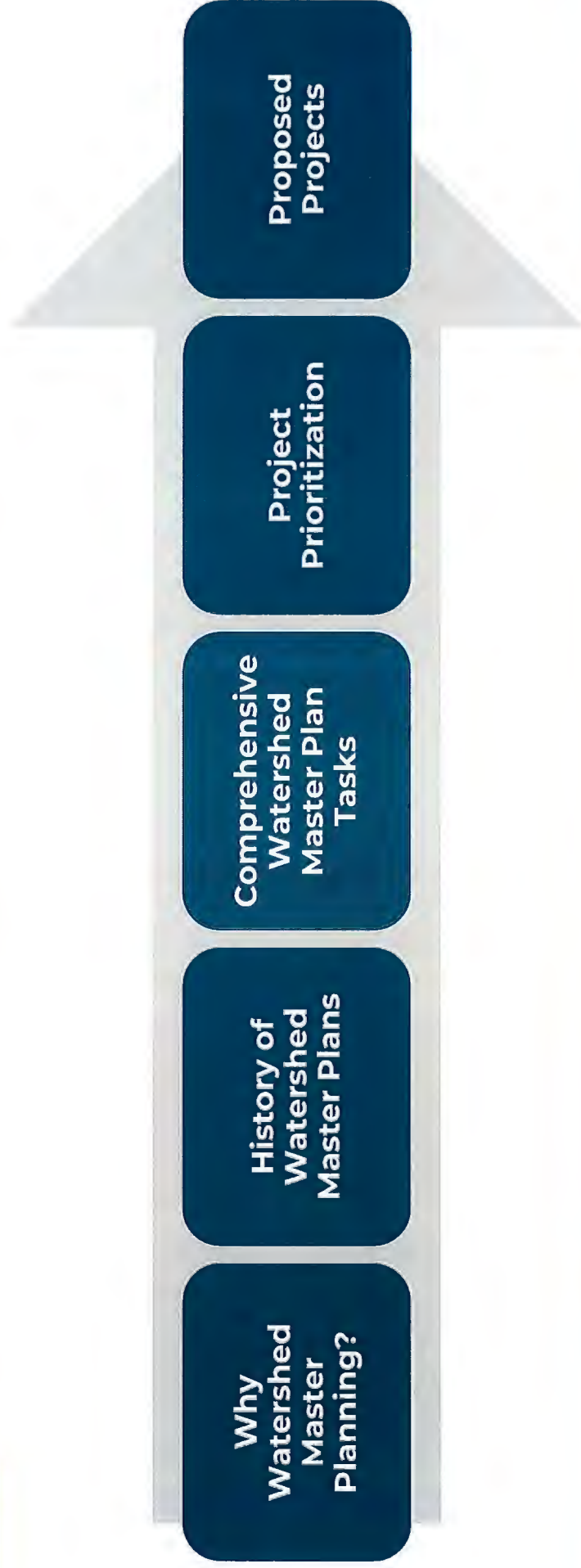
Mark Lindemann, District Engineer

Lower Platte South NRD

Planning Commission – September 21, 2022

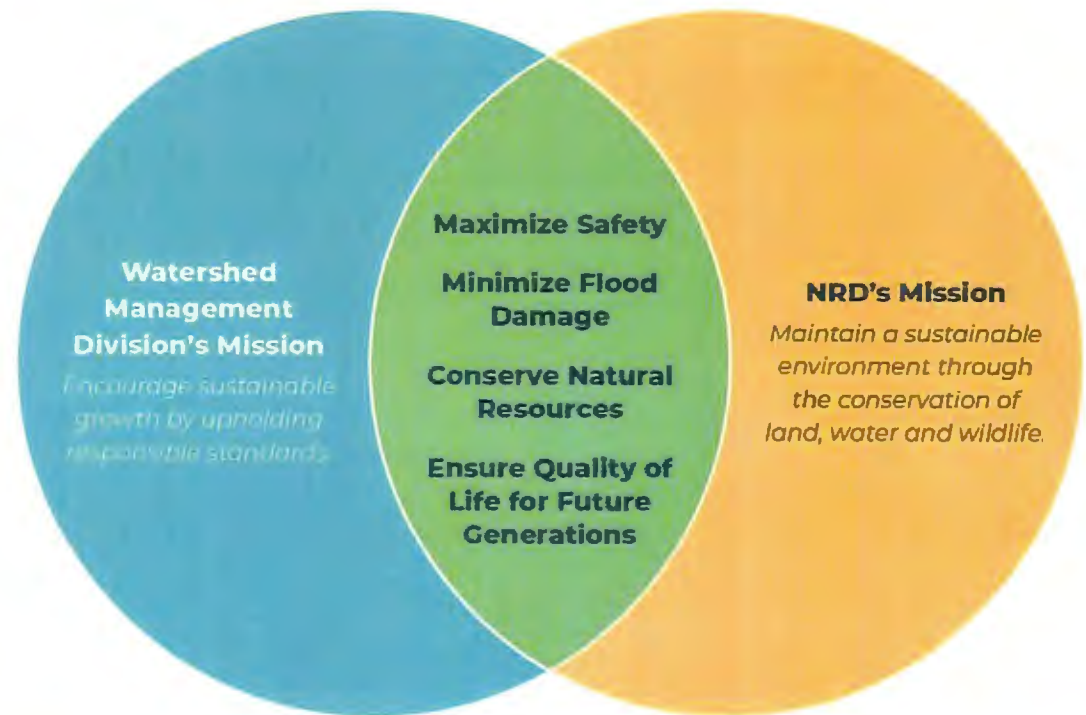


OVERVIEW OF PRESENTATION



WHY WATERSHED MASTER PLANNING?

- Objectives:
 - Proactive, not reactive
 - Understand the current and future issues in the watershed
 - Implement a plan for capital improvement project to address these issues
- Focus Areas:
 - Flood Risk Reduction
 - Stream Stabilization
 - Water Quality



HISTORY

2000 Beal Slough

2003 Southeast Upper Salt Creek

2005 Stevens Creek

2007 Cardwell Branch

2007 Deadmans Run

2009 Little Salt Creek

2012 Antelope Creek

2015 Haines Branch

2015 Middle Creek

2015 South Salt Creek

2017 Upper Wagon Train

2018 Lynn Creek

2018 North Salt Creek

2018 Oak Creek

209 recommended Capital Improvement Projects (CIPs)



IT IS OUR MISSION to responsibly deliver, enhance and maintain vital infrastructure and services for the good of our community.



LOWER PLATTE SOUTH
natural resources district

COMPREHENSIVE WATERSHED MASTER PLAN TASKS

Review Past
Master Plan Data

Compile
Completed
Projects

Update Project
Prioritization
Criteria

Update Proposed
Project List

Pilot Urban
Drainage
Workflow

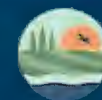
Minimum Flood
Corridor Mapping

Grade Control
Guidance/Erosion
Hazard Zone
Review

Review
Community
Rating System
Activity



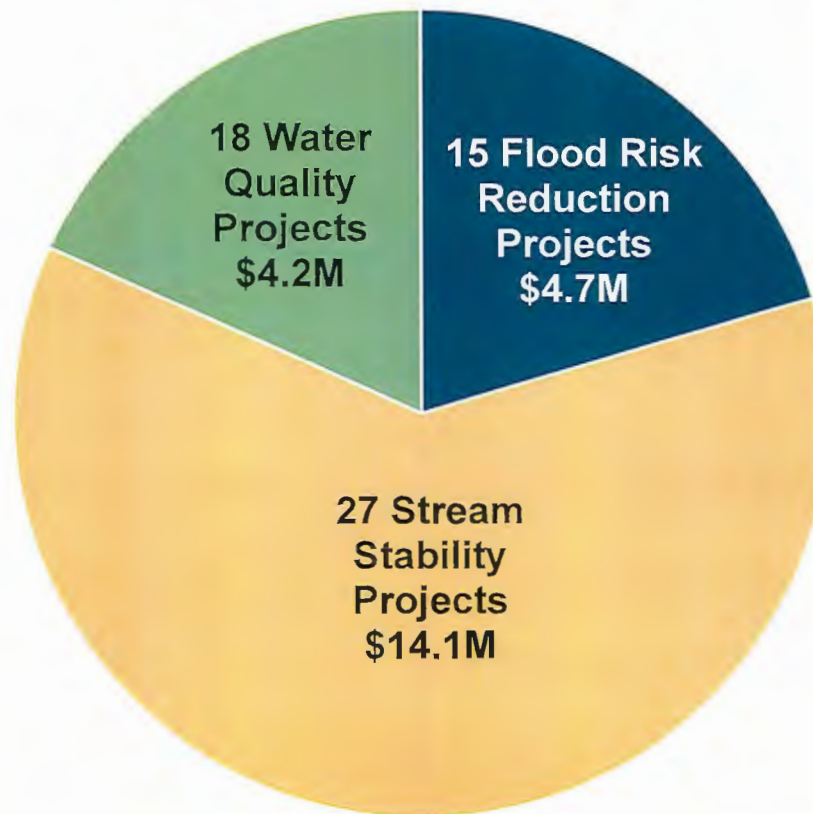
IT IS OUR MISSION to responsibly deliver, enhance and maintain vital infrastructure and services for the good of our community.



LOWER PLATTE SOUTH
natural resources district

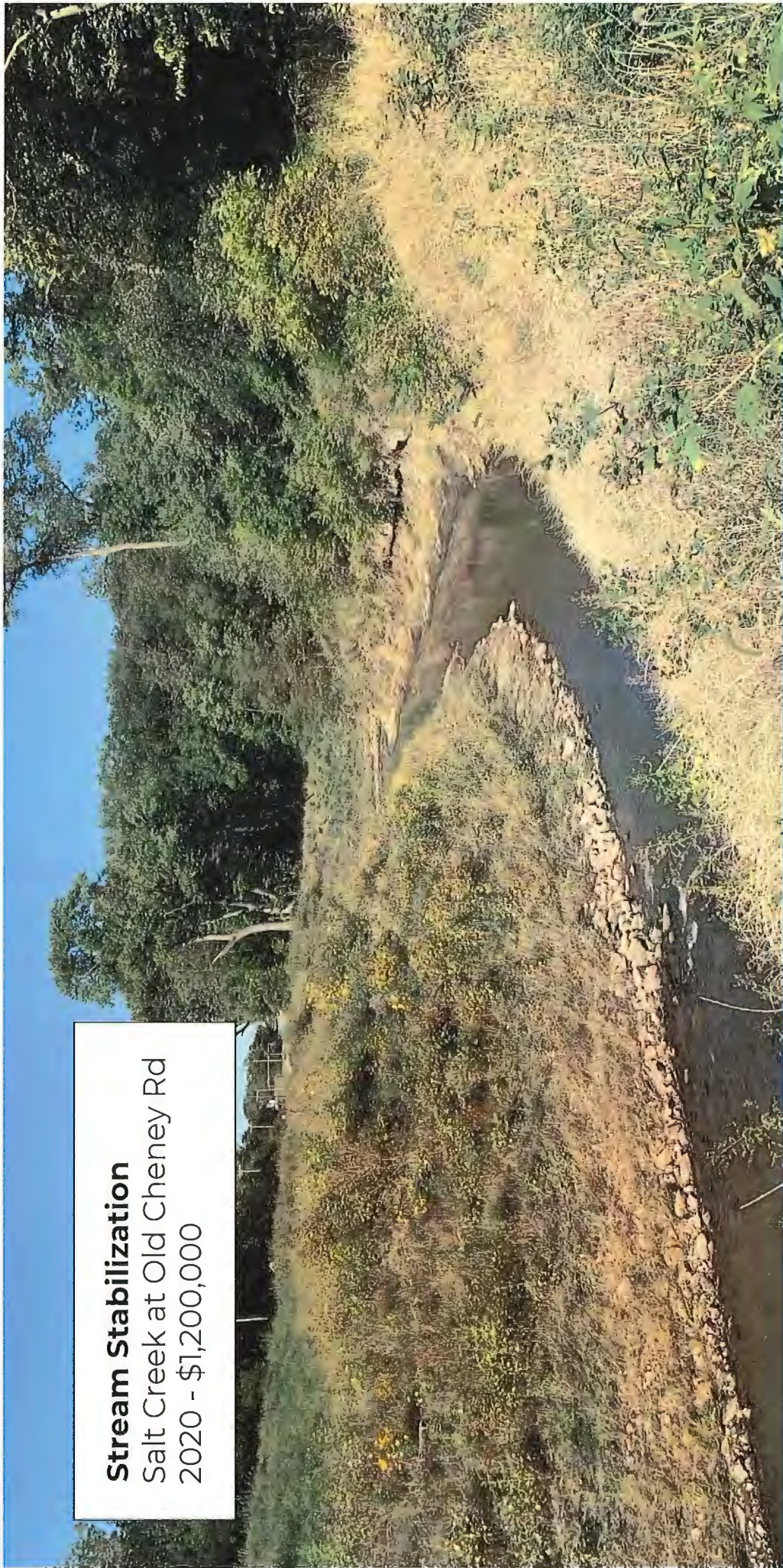
COMPLETED CAPITAL IMPROVEMENT PROJECTS

60 COMPLETED PROJECTS
(2021 Dollars)





Flood Risk Reduction
Beal Slough near 14th St
2011 - \$6,900,000



Stream Stabilization
Salt Creek at Old Cheney Rd
2020 - \$1,200,000



IT IS OUR MISSION to responsibly deliver, enhance and maintain vital infrastructure and services for the good of our community.



LOWER PLATTE SOUTH
natural resources district



Water Quality
Lincoln Children's Zoo
2016 - \$650,000



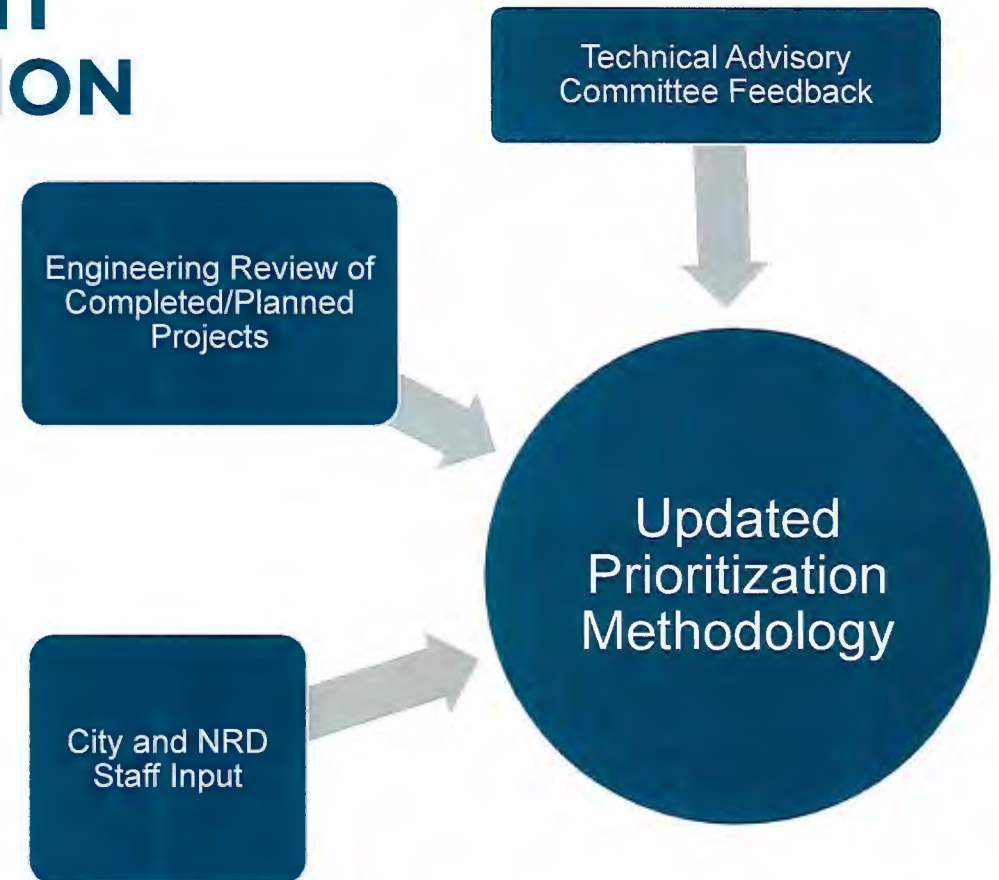
IT IS OUR MISSION to responsibly deliver, enhance and maintain vital infrastructure and services for the good of our community.



LOWER PLATTE SOUTH
natural resources district

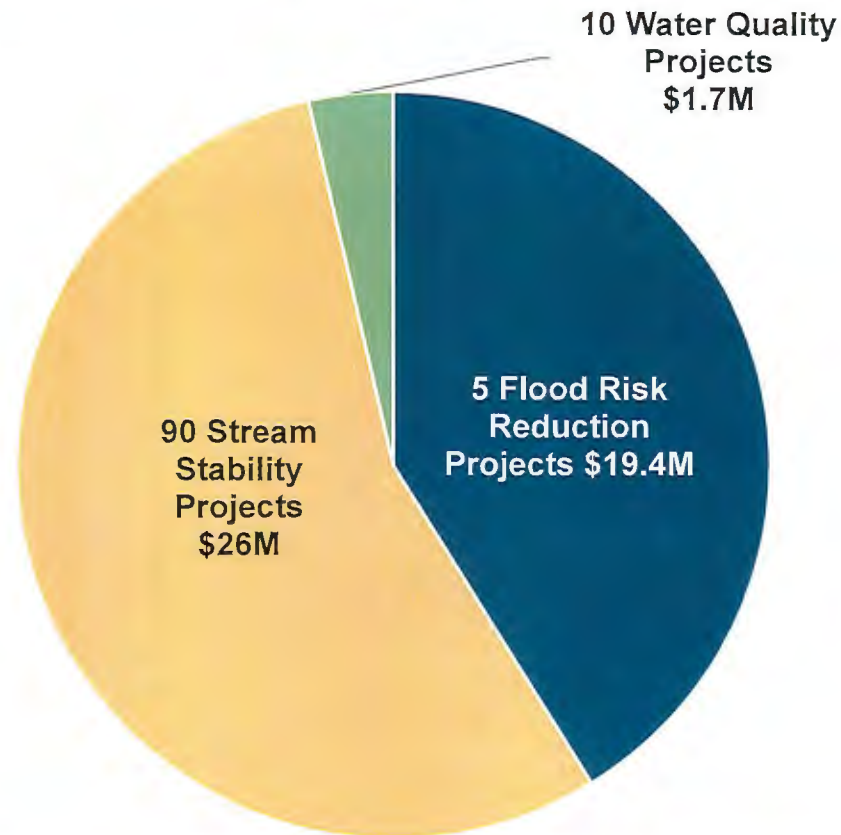
CAPITAL IMPROVEMENT PROJECT PRIORITIZATION

- 2006 – Original Prioritization Methodology developed
- Updated Prioritization Methodology
 - Maintained current framework
 - Focus on barriers to, and drivers towards, project implementation
 - Awareness of Social Equity
 - Added focus on Stream Stability project considerations/risks
 - Aligned with implementation priorities



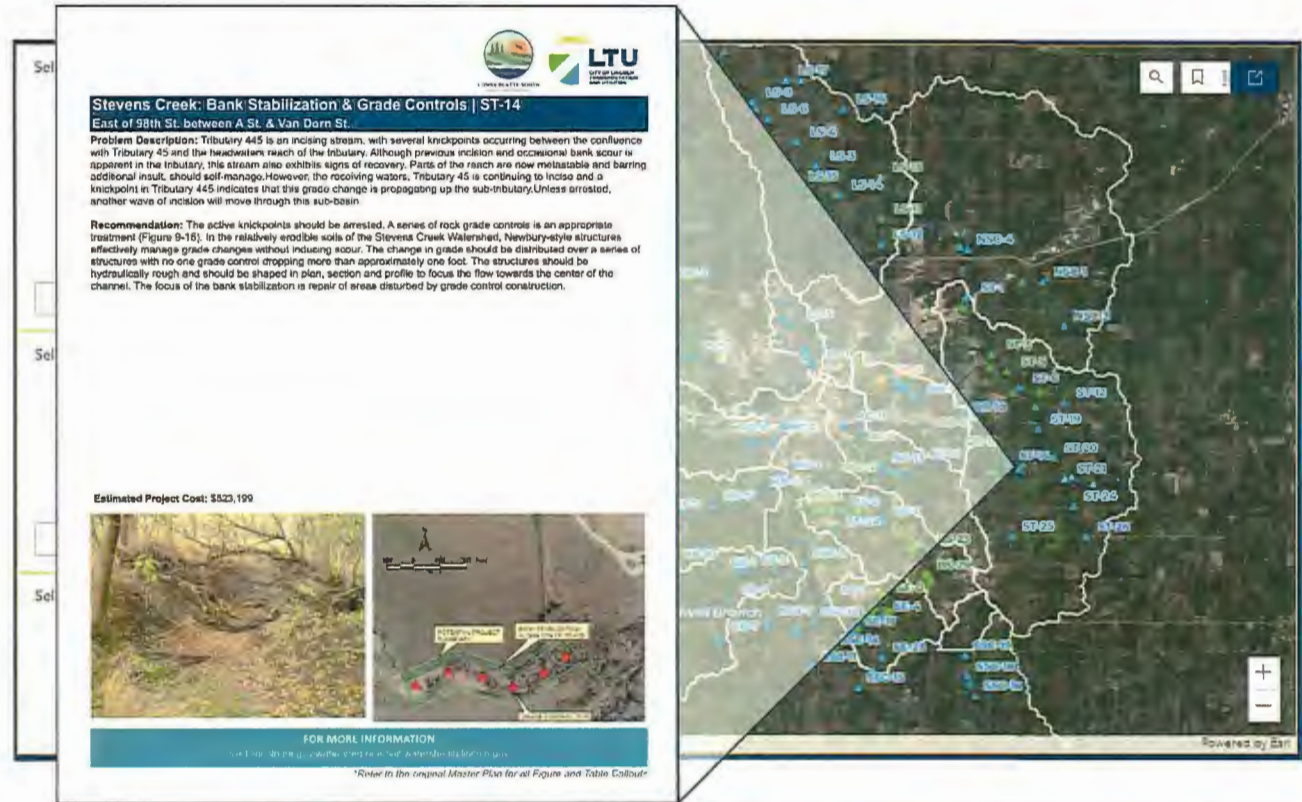
PROPOSED IMPROVEMENT PROJECT PRIORITIZATION

106 PROPOSED PROJECTS
(2021 Dollars)



INTERACTIVE REPORT & PROJECT MAP

lincoln.ne.gov/WatershedMasterPlan



IT IS OUR MISSION to responsibly deliver, enhance and maintain vital infrastructure and services for the good of our community.



LOWER PLATTE SOUTH
natural resources district

QUESTIONS?

	Tim Zach, PE, CFM	Mark Lindemann, PE
	watershed@lincoln.ne.gov	mlindemann@lpsnrd.org
	402-441-7589	402-476-2729
	lincoln.ne.gov/watershed	lpsnrd.org

