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LANCASTER COUNTY CLERK

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF LANCASTER COUNTY, NEBRASKA

COMPREHENSIVE PLAN CONFORMANCE)
NO. 09011: IN THE MATTER OF ADOPTING)
THE ONE AND SIX YEAR ROAD AND)
BRIDGE CONSTRUCTION PROGRAM FOR)
LANCASTER COUNTY, FISCAL YEARS)
2010 AND 2011-2015)

RESOLUTION NO. R-09-0098

WHEREAS, Neb. Rev. Stat. § 39-2115 and § 39-2119 require the County Engineer to prepare and file a One and Six Year Road and Bridge Improvement Program; and

WHEREAS, a One and Six Year Road and Bridge Improvement Program for Lancaster County, Nebraska, for the fiscal year beginning 2010, has been prepared according to law by Don R. Thomas, the Lancaster County Engineer; and

WHEREAS, the Lincoln-Lancaster County Planning staff found the Program to be generally in conformance with the 2030 Lincoln-Lancaster County Comprehensive Plan; and

WHEREAS, said Program has been presented at a public hearing before the Lincoln-Lancaster County Planning Commission on October 21, 2009; and

WHEREAS, after the public hearing, the Planning Commission agreed with the staff recommendation and recommended approval of the Program by a vote of 7-0, finding it was in general conformance with the 2030 Lincoln-Lancaster County Comprehensive Plan; and

WHEREAS, on November 17, 2009, the Lancaster County Board of Commissioners conducted a public hearing regarding said Program; and

WHEREAS, based on public comment, the County Engineer has provided corrections to the to the County Board to be included in the Program, as outlined in a November 19, 2009 letter to the County Board, which is attached hereto and incorporated by this reference; and

WHEREAS, the One and Six Year Road and Bridge Construction Program as prepared

and recommended by the Lancaster County Engineer is on file with the County Clerk's Office, is incorporated herein by this reference.

WHEREAS, the County Board has found that the One and Six Year Road and Bridge Construction Program, including the corrections proposed in the attached November 19, 2009 letter, as prepared by the County Engineer, should be adopted.

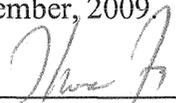
NOW, THEREFORE, BE IT RESOLVED, by the Board of County Commissioners of Lancaster County, Nebraska, that the One and Six Year Road and Bridge Construction Program for Lancaster County for the fiscal year beginning 2010, including the corrections proposed in the attached November 19, 2009 letter, as prepared by the Lancaster County Engineer, is hereby adopted.

AND BE IT FURTHER RESOLVED, that said Program shall supersede any previously adopted One and Six Year Road and Bridge Construction Programs for Lancaster County, Nebraska.

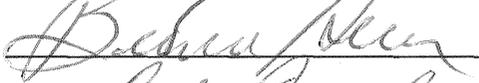
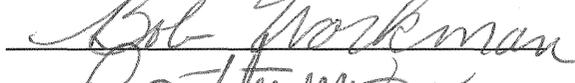
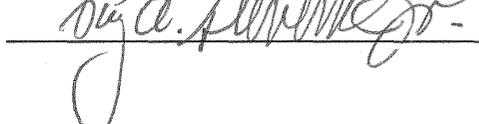
DATED this 1st day of December, 2009, at the County-City Building, Lincoln, Lancaster County, Nebraska.

BY THE BOARD OF COUNTY
COMMISSIONERS OF LANCASTER
COUNTY, NEBRASKA

APPROVED AS TO FORM
this 1 day of
December, 2009


for GARY E. LACEY
Lancaster County Attorney



LANCASTER
COUNTY
ENGINEERING

Don R. Thomas
County Engineer

Kenneth D. Schroeder - Deputy
County Surveyor

DEPARTMENT

November 19, 2009

TO: Lancaster County Board of Commissioners
FROM: Don Thomas Don Thomas
SUBJECT: Adoption of the One & Six-Year Road and Bridge Program for Fiscal Years 2010 thru 2015

The annual public road and bridge hearing was held on November 17, 2010 at 7:00 p.m. and the One-Year Program was presented to the public, in both oral and written testimony, and was received in regards to road improvements of interest to the public. The following is a summary of those roads that we received testimony on and any action that we feel should be taken in regards to the requests:

1. Officials from the City of Hickman expressed their interest in local road projects that are in various stages to insure that all proposed road improvements are on schedule with a specific interest in S. 68th Street thru Hickman and north to the Roca Road. No action is necessary as we are progressing on S. 68th Street with right-of-way acquisition, subject to the fed's giving us the paperwork clearance to proceed. We are unable to estimate a construction time line due to a delay of federal funding.
2. Paving of the Rokeby Road from S. 56th and S. 70th Street. This road has been graded wide enough to accommodate paving when the traffic counts will support new paving. The present count is 358 on the western portion and there are other roads (ready for pavement) that have higher counts. We will investigate whether paving only the east one-half mile to the entrance to Nealrene Acres could be considered. This road is presently in the Six-Year Program and without funding this would be the proper place. However, Commissioner Schorr has requested that this project be moved to "Stand-by Status" to the One-Year Program. I have no objections to this request as long as everyone is clear that without funding, this status does not get the road paved.
3. Paving on SW 14th Street between the Bennet Road and State Highway #33. This road was graded in 1981 and was anticipated to grow faster than it has; but, it is likely that the improvements to Highway #77 have delayed the growth. We paved 3/4 of a mile North of the Bennet Road this Fall as the counts were near 500 per day and some federal funds freed up local funds to get this paved. The remaining two miles to Highway #33 have counts of 279 and 302 per day and; therefore, are below the 400+ vehicles per day that would gain consideration for paving. No action is necessary as this road is placed correctly in the program and we will continue to monitor the counts.
4. Grading and paving of S. 1st Street between Old Cheney Road and Pioneers Blvd. The Lincoln City Church has been the primary promoter of improvements for this road. Lincoln City Church had set up a meeting with this office and the Catholic church to discuss this project. These two parties are willing to work with us on getting the needed right of way. We would be shifting the road onto the Church properties to avoid Wilderness Park. The two churches own nearly all the property on the West side of S. 1st Street. We would intend to purchase the right of way and grade the road during Fiscal 2011. We would suggest that this project for right of way, as presently shown in the Six Year, be moved to "Standby Status" to the One-Year Program and that grading be added as well.

5. Paving on S. 120th Street from Highway #2 to at least the Bennet Road and the last piece of Saltillo Road between S. 98th and S. 120th Streets that remains gravel be paved as well. S. 120th Street is near the top of the list for paving, with a traffic count of 475 per day and has already been graded to accommodate paving. The right of way for Saltillo Road is budgeted for and will be acquired in this Fiscal Year and hopefully graded in the next Fiscal Year. No action is needed for either of these roads as they are properly placed.
6. Paving on W. Pleasant Hill Road between SW 12th and Coddington Avenue. This road was graded several years ago; but, has been slow to develop in terms of increased traffic. However, with more recent development in the area, we are showing a 2009 count of 313 per day. The previous counts were in the high 100's. We will continue to monitor the counts to see if this is a realistic count due to growth in the area or was just an anomaly. No action is necessary on this road request.
7. Grading and rock surfacing on one-half mile of NW 70th Street, south of Superior Street. This request is in regards to the project that would have included an NRD dam. The NRD is no longer confident on getting environmental clearances to obtain a permit to build a dam. We feel that we should go back to making this a road project only and get the right of way and get it constructed. We would recommend that the One-Year Program (page #3) be amended to convert from an NRD dam project to a road grading project.

In summary, we would recommend adoption of the One and Six-Year Road and Bridge Program as presented with the following corrections:

1. Move the paving of the Rokeby Road from the Six-Year Program into "Standby Status" to the One-Year Program.
2. The right-of-way acquisition on the S. 1st Street project should also move from the Six-Year into "Standby Status" to the One-Year Program. We should also add grading along with the right of way.
3. The NW 70th Street project, on page 3 of the One-Year Program, should be amended to convert this project from a road dam to a road grading project.