

## LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

**P.A.S.:** Comprehensive Plan Conformance No. 02010 **Date:** September 12, 2002  
Proposed Lancaster County Road and  
Bridge Construction Program  
Fiscal Years 2003 and 2004-2008

**CONCLUSION:** The Planning Department has reviewed the Lincoln MPO/Public & Utilities Staff Report -- *Comprehensive Plan Conformity No. 02010: Proposed Lancaster County Road and Bridge Construction Program, Fiscal Years 2003 and 2004-2008.*

The Planning Department is in agreement with the Report's conclusion and recommendation of general conformance of the "Proposed Lancaster County Road and Bridge Construction Program, Fiscal Years 2003 and 2004-2008" with the *2025 City-County Comprehensive Plan.*

Prepared by:

---

Duncan L. Ross, AICP  
Planner

## LINCOLN MPO / PUBLIC WORKS & UTILITIES STAFF REPORT

**P.A.S.:** Comprehensive Plan Conformity No.02010      **DATE:** September 12, 2002  
Proposed Lancaster County Road and  
Bridge Construction Program,  
Fiscal Years 2003 and 2004-2008

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

**CONCLUSION:** Pavement projects within the proposed FY 2003 and 2004-2008 Lancaster County Road and Bridge Construction Program emphasizes roads functioning as other arterials. It is recommended that the emphasis on arterials be maintained throughout implementation and that roads functioning as collectors receive second priority followed by local roads.

It is also recommended that the status of the Wildrose Lane Relocation project for Engineering, ROW, Grading, Structures, and paving remain as a "FY 2003 standby" project until the completion of a facility relocation study and amendment to the Comprehensive Plan.

The overall recommendation is that the Planning Commission find the proposed *FY 2003 and 2004-2008 Lancaster County Road and Bridge Construction Program* to be generally in conformance with the *2025 Lincoln City-Lancaster County Comprehensive Plan*, May 28, 2002.

<b>RECOMMENDATION:</b>	In general conformance with the Comprehensive Plan.
------------------------	---

### **GENERAL INFORMATION:**

**APPLICANT:** Don Thomas, County Engineer  
County Engineering  
444 Cherrycreek Road, Bldg. C  
Lincoln, NE 68528

**CONTACT:** Mike Brienzo, Transportation Planner  
Lincoln MPO / Public Works & Utilities Department  
531 Westgate Blvd. / Suite 100  
Lincoln, NE 68528  
Phone: 441-6369

**ANALYSIS:**

The proposed Lancaster County Road and Bridge Construction Program is divided into two sections, one-year (FY 2003) and five-year (FY 2004-2008) elements. The following is the way the program is organized:

**Road Projects (FY 2003):**

Pages 1-2	Completed in FY 2002
Page 3	Carried over from FY 2000
Page 4	Carried over from FY 2002
Pages 5-6	Road projects, FY 2003
Pages 7-8	Standby projects, FY 2003

**Bridge Projects (FY 2003):**

Page 9	Completed in FY 2002
Page 10	Carried over from FY 2003
Page 11	Bridge projects, FY 2003
Page 12	Standby projects, FY 2003

**Road Projects (FY 2004-2008):**

Pages 13-15	Projects, FY 2004-2008
-------------	------------------------

**Bridge Projects (FY 2004-2008):**

Pages 16-17	Projects, FY 2004-2008
-------------	------------------------

**II. Staff Discussion:**

The map on page F 115, "Future Road Improvements In County," of the Comprehensive Plan shows categories of roads which include: existing paved county roads, potential paving, two lane widening, four lane widening, and potential road openings. All County road improvements beyond the current Lincoln Urban Area are considered candidates for paving in the future. For county roads, the Comprehensive Plan notes:

Improvements to the rural road system will occur throughout the county. The amount of new pavement installed will depend upon the growth in traffic and population, and the fiscal resources available in the future to make the improvements. (page F 114)

Road improvements for the County are triggered based upon daily traffic volumes with the amount of traffic dictating the type and degree of improvement necessary. (page F 114)

The first level of traffic volume is in the range of 300 vehicles per day. At this level the County acquires a minimum of 100 feet of right of way, with additional ROW acquisition standards applying as appropriate. Once the ROW is acquired, the County then grades and installs new drainage structures. The process of grading and graveling provides a road profile that is safer and wider. This profile can accommodate the next level of improvement, which would be pavement, provided the traffic counts continue to increase to the second level. (page F 114)

The acquisition of the wider right-of-way will also preserve the future corridors for the larger and more expansive street improvements that will come with the growth of Lincoln. The second level of improvement, which is pavement, is triggered at a traffic volume level of about 400 vehicles per day. This second level should remain as an effective transportation facility, with the exception of routine maintenance and pavement overlays, until the traffic volumes reach the level of 6,000 vehicles per day. This final level would be the target for looking at the need to install a four-lane divided facility. (page F 114)

County roads identified as "potential paved" are currently unpaved, but may have the potential to be paved during the planning period. These roads function as other arterials, collectors, or locals. Future paving of these roads will depend largely upon the availability of funding and the determination of priorities. Paving is based on daily vehicle counts, planning considerations, functions of roads, and identified deficiencies of roads. Through this evaluation, it is determined which roads should be paved with arterials receiving the first priority, followed by collectors, and then by local roads.

### **Review of Proposed Road Projects**

The road projects contained in the proposed Lancaster County Road and Bridge Construction Program include engineering, right-of-way, grading and structures, pavement, 2<sup>nd</sup>-stage pavement, pavement widening, culvert maintenance, and safety improvements. Outside the cordon area of the city of Lincoln, the Comprehensive Plan specifically identifies "existing paved", "potential paved", "widening of existing roadways", "potential road openings" and "overpasses" on county roads.

The first level of review of the Road and Bridge Construction Program included reviewing all road projects proposed for safety improvements, pavement, 2<sup>nd</sup>-stage pavement, and pavement widening. These projects were reviewed with regard to conformity with the Comprehensive Plan. The Road and Bridge Construction Program notes that according to the policy of the County Board, projects will not be approved for pavement unless they

are included in the Comprehensive Plan or unless the Plan is amended accordingly. The following maps were used for this review:

- Projects & Studies: Lincoln Area Street & Roadway Improvements 2025 (Comprehensive Plan, Page F 105)
- Future Road Improvements in County (Comprehensive Plan, Page F 115)
- County Roads Functional Classification, Existing (Comprehensive Plan, Page E 48) and Future (Comprehensive Plan, Page F 104)

The second level of review involved reviewing all projects that are scheduled for engineering, right-of-way, or grading and structures. This review was done to assure that county projects and city projects are coordinated and to assure that any improvements being proposed conform with long-range transportation plans as reflected in the *2025 Lincoln City-Lancaster County Comprehensive Plan*, adopted May 28, 2002.

Attached is **Table 1, Improvement Projects on New and Existing Paved Roads**, which briefly describes the improvements proposed for existing paved roads and new paving projects on existing gravel roads. The Wildrose Lane Relocation project is identified as a "FY 2003 standby" project for a new roadway connection. The undertaking of this project is subject to the completion of a facility relocation study and amendment to the Comprehensive Plan.

As noted in the *FY 2003 and 2004-2008 Lancaster County Road and Bridge Construction Program*, all bridges programmed in are designed with regard to environmental compatibility.

Prepared by:



Michael D. Brienzo, Transportation Planner  
Lincoln MPO / Public Works & Utilities Department

Attachment (1)

**Table 1**  
**Improvement Projects on New and Existing Paved Roads**

**FY 2002 (Projects Carried Over)**

S. 54<sup>th</sup> Street, Saltillo Road to Roca Road (W), 2.8 miles. Pavement of and existing gravel road. This conforms with the Comprehensive Plan.

S. 54<sup>th</sup> Street, Roca Road (W) to Roca Road (E), 0.25 miles. This is 2<sup>nd</sup>-stage pavement on an existing paved road and in general conformance with the Comprehensive Plan.

**FY 2003**

SW 12<sup>th</sup> Street, Pioneers Blvd. to W. Denton Road, 2.1 miles. This is 2<sup>nd</sup>-stage pavement on an existing paved road and in general conformance with the Comprehensive Plan.

SW 33<sup>rd</sup> Street, Denton Road to W. Pleasant Hill Rd, 0.4 mi. Pavement of an existing gravel road. This conforms with the Comprehensive Plan.

SW 98<sup>th</sup> Street & W. Denton Road; SW 98<sup>th</sup> Street to SW 112<sup>th</sup> Street, and on SW 98<sup>th</sup> Street, 1.5 miles. Pavement of an existing gravel road and 2<sup>nd</sup>-stage pavement on an existing paved road. This conforms with the Comprehensive Plan.

W. Denton Road, SW 40<sup>th</sup> St. to SW 90<sup>th</sup>Street, 3.5 miles. This is 2<sup>nd</sup>-stage pavement on an existing paved road and in general conformance with the Comprehensive Plan.

Hillcrest Heights Subdivision, south of "O" Street 1.4 miles. This is 2<sup>nd</sup>-stage pavement on an existing paved road. This maintenance of local road and in general conformance with the Comprehensive Plan.

W. Martel Road, SW 29<sup>th</sup> St. to SW 14<sup>th</sup>Street, 1.0 mile. This is 2<sup>nd</sup>-stage pavement on an existing paved road and in general conformance with the Comprehensive Plan.

Village of Martel, Main Street, 0.1 mile. This is 2<sup>nd</sup>-stage pavement on an existing paved road. This is maintenance of local road and in general conformance with the Comprehensive Plan.

Pioneers Blvd, SW 12<sup>th</sup> Street to US Highway 77, 0.5 mile. This is 2<sup>nd</sup>-stage pavement on an existing paved road and in general conformance with the Comprehensive Plan.

Yankee Hill Road, S. 56<sup>th</sup> St. to S. 70<sup>th</sup> Street, 1.0 miles. Pavement of an existing gravel road. This conforms with the Comprehensive Plan.

**FY 2003 (Standby)**

Buff Road, east of NW 112 <sup>th</sup> Street 0.25 miles.	Pavement of an existing gravel road to serve the Malcolm Public School. This is in general conformance with the Comprehensive Plan.
Panama Road, S. 54 <sup>th</sup> Street to S. 68 <sup>th</sup> Street, 1.0 mile.	Pavement of an existing gravel and paved road to serve the Stage Coach Lake Recreation Area. This is in general conformance with the Comprehensive Plan.
Waverly Road & 148 <sup>th</sup> Street, N. 141 <sup>st</sup> St. to N. 148 <sup>th</sup> Street and 148 <sup>th</sup> Street, 0.7 mile.	Engineering, ROW, grading, structures, and paving for an intersection improvement project on an existing paved road and is in general conformance with the Comprehensive Plan.
Wildrose Lane Relocation, NW 27 <sup>th</sup> Street to NW 31 <sup>st</sup> Street, 0.5 mile.	Engineering, ROW, Grading, Structures, and paving for a new roadway connection. This project is subject to the completion of the facility relocation study and amendment to the Comprehensive Plan.

**FY 2004-2008**

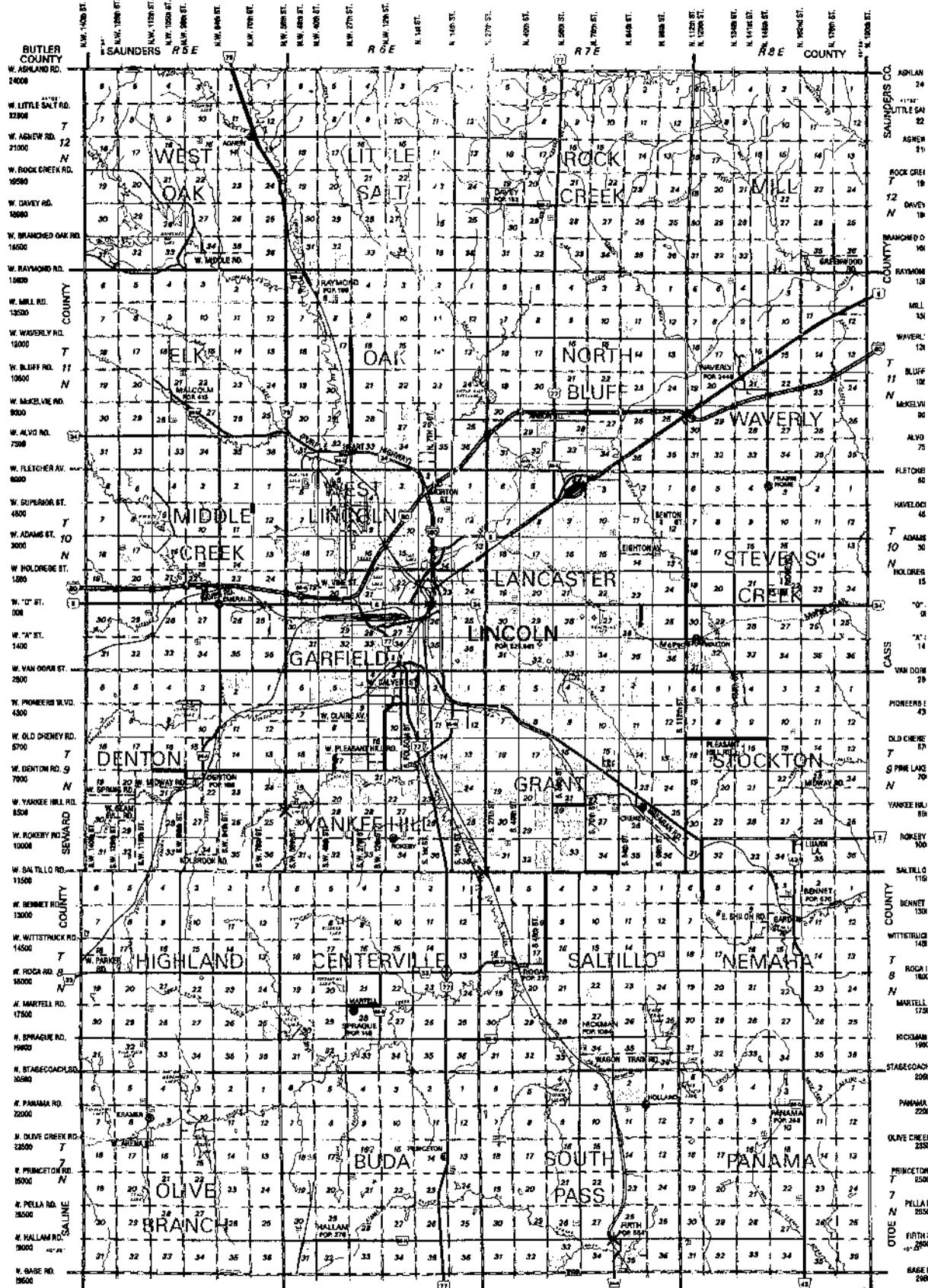
SW 12 <sup>th</sup> & SW 14 <sup>th</sup> Street, W. Saltillo Road to W. Roca Road, 2.7 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
N. 14 <sup>th</sup> Street, Waverly Road to Alvo Road, 3.0 miles.	Engineering for a future widening project on an existing paved road. This conforms with the Comprehensive Plan.
NW 48 <sup>th</sup> Street, W. Fletcher to US Highway 34, 0.8 miles.	Engineering for a 4-lane roadway project on an existing paved road. This conforms with the Comprehensive Plan.
NW 48 <sup>th</sup> Street, north of I-80 to Lincoln city limits, 0.5 miles.	Engineering for a 4-lane roadway project on an existing paved road. This conforms with the Comprehensive Plan.
S. 68 <sup>th</sup> Street, Saltillo Road to Roca Road, 2.6 miles.	Rebuilding of an existing 2-lane paved road. This conforms with the Comprehensive Plan.
S. 120 <sup>th</sup> Street, Rokeby Road to Bennet Road, 2 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
N. 162 <sup>nd</sup> Street, Davey Road to Ashland Road, 4 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.

**FY 2004-2008 (continued)**

E. Adams Street, Benton St. to N. 148 <sup>th</sup> Street, 3.3 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Arbor Road, N. 27 <sup>th</sup> Street to N. 52 <sup>nd</sup> Street, 1.75 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
W. Denton Road, SW 112 <sup>th</sup> St. to SW 140 <sup>th</sup> Street, 2.0 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Fletcher Avenue, N. 84 <sup>th</sup> St. to N. 120 <sup>th</sup> Street, 2.5 mi.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Fletcher Avenue, N. 120 <sup>th</sup> St. to N. 148 <sup>th</sup> Street, 2.0 miles	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Old Cheney Road, 112 <sup>th</sup> St. to 148 <sup>th</sup> Street, 2.5 miles.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Pioneers Blvd, 98 <sup>th</sup> Street to 112 <sup>th</sup> Street, 1.0 mile.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Saltillo Road, 84 <sup>th</sup> Street to 98 <sup>th</sup> Street, 1.0 mile.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Van Dorn Street, 112 <sup>th</sup> Street to 120 <sup>th</sup> Street, 0.5 mile.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Yankee Hill Road, S. 70 <sup>th</sup> St. to S. 84 <sup>th</sup> Street, 1.0 mile.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Yankee Hill Road, S. 40 <sup>th</sup> St. to S. 56 <sup>th</sup> Street, 1.0 mile.	Pavement of an existing gravel road. This conforms with the Comprehensive Plan.
Yankee Hill Road, S. 84 <sup>th</sup> St. to S. 91 <sup>st</sup> Street, 0.6 mile.	Grading and Structures for a new roadway connection. This conforms with the Comprehensive Plan.

# LANCASTER COUNTY, NEBRASKA

## PROPOSED HIGHWAY IMPROVEMENT PROGRAM - FISCAL YEAR 2003



<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>INTERSTATE HIGHWAY</li> <li>U.S. HIGHWAY</li> <li>STATE HIGHWAY</li> <li>SECTION LINE</li> <li>INCORPORATED VILLAGE</li> <li>INCORPORATED VILLAGE OR CITY</li> <li>BUDENHOFER</li> <li>MAJOR DRAIN</li> <li>RIVER OR CREEK</li> <li>LAKE OR POND</li> <li>RESERVOIR WITH DAM</li> <li>WETLAND</li> </ul>	<p><b>PROPOSED IMPROVEMENTS</b></p> <ul style="list-style-type: none"> <li>IMVING</li> <li>GRADING</li> <li>SHOULDERING</li> <li>RIGHT OF WAY</li> <li>SPURDS</li> </ul>	<p><b>LANCASTER COUNTY ENGINEERING DEPARTMENT</b> 444 Cherry Creek Road Bldg. C Lincoln, Nebraska 68526 Tel: 402-441-7881 Fax: 402-441-8592</p> <p style="text-align: right;">Profile: \\hsolution\lancaster\land</p>
--	--	---



