



LINCOLN
Planning Department



LANCASTER
COUNTY

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 #25008

FINAL ACTION?
No

PLANNING COMMISSION HEARING DATE
September 3, 2025

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 2026 and 2027-2031* with regard to its conformity with the current 2050 Lincoln-Lancaster County Comprehensive Plan.

CONCLUSION:

Projects within the *Lancaster County Road and Bridge Construction Program* have been reviewed with regard to their compatibility with the Comprehensive Plan.

The proposed *Program* 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.

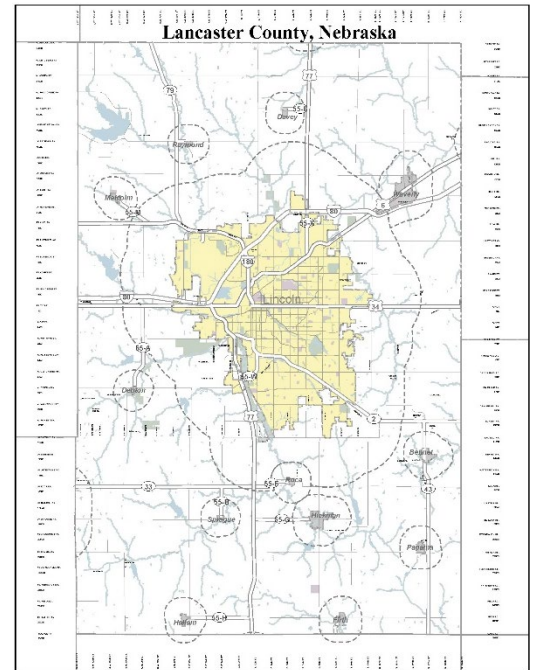
The overall finding and recommendation is that the Planning Commission find the proposed amendment to the *Lancaster County Road and Bridge Construction Program, 2026 and 2027-2031*, to be generally in conformance with the Comprehensive Plan.

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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. If a project is not considered regionally significant requiring an individual listing in the LRTP, will not use state or local funds, and is on a local road with moderate traffic then it is not required to be explicitly identified in the LRTP. **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 7-16) and [Table 7.6](#) (page 7-13 through 7-15) 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 proposed new program is included as an attachment to this staff report.

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, and maintenance. 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.

Program Funding Summary

Funding Source	Completed or In Progress in FY 2025		FY 2026	
	Roads	Bridges	Roads	Bridges
County	\$ 4,815,273	\$ 7,299,614	\$ 1,909,000	\$ 5,143,480
State	\$ 0	\$ 0	\$ 0	\$ 500,000
Federal	\$1,379,374	\$ 0	\$ 10,203,000	\$ 2,139,200
Other Sources	\$ 0	\$ 842,441	\$ 0	\$ 0
TOTAL	\$ 6,194,647	\$ 8,142,055	\$ 12,112,000	\$ 7,782,680

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. 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.

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Date: August 20, 2025

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<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CPC/25000/CPC25008 County 1&6.rkc.docx>

Road Projects Completed or In Progress in FY 2025

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

- N. 14th Street (Ashland Road to Alvo Road), 11.02 miles [Engineering]
- S. 68th Street (Hickman Village Limits to Roca Road), 1.5 miles [Engineering]

Right-of-way and/or grading. These projects are in Conformance with Plan.

- 148th and Holdrege Streets (Intersection Improvements), 0.5 miles [ROW]
- NW 19th Street (C-262) in Little Salt Township (IN-28) [ROW, 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 is a system maintenance project and is in General Conformance with Plan.

- Pavement Preservation (Countywide)

Bridge Projects Completed or In Progress in FY 2025

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

- S. 96th Street (X-84) in South Pass Township, W-1 [Engineering]

Bridge X-84 was built in 1974 and is located on S 96th Street just north of the intersection with Stagecoach Road. This bridge is listed as Structurally Deficient with a Deck and Superstructure rating of Poor with 113 cars per day. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- W. Agnew Road (B-133) in Rock Creek Township, S-9 [Engineering]

Bridge B-133 was built in 1937 and is located on Agnew Road just east of Highway 77. This bridge is listed as Scour Critical, and the deck is rated as Fair due to delamination and spalling on the underside of the deck with a daily traffic count of 144 cars per day. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. Deferring maintenance funding in the short term can lead to higher costs in the future, particularly if there is risk of undermining the structure. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

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

- Hickman Road (R-213) in Nemaha Township, S-29 [Engineering]

Bridge deck and culvert maintenance and channel repair. Bridge structures are maintained with minor and major repairs. These projects are in General Conformance with Plan.

- General Culvert Maintenance (Phase IV), Location Varies [Construction]
- General Culvert Maintenance, Location Varies [Construction]

- Davey Road (A-113) in Mill Township, S-22 [Channel Repair]
- Various Locations [Channel Repair]
- Various Locations (D-143 & D-157) [Bridge Deck Repair]
- Various Locations [Bridge Maintenance]

Bridge/drainage structure construction. These projects are in General Conformance with Plan.

- W. Waverly Road (F-181) in Oak Township, S-8 [Construction]

Bridge F-181 was built in 1972 and is located on W Waverly Road between NW 40th Street and NW 33rd Street. This bridge is listed as Structurally Deficient with a Deck and Superstructure rating of Poor and is posted for load with 140 cars per day. Even though the bridge replacement project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

Bridge/drainage structure construction. These projects are in Conformance with Plan.

- S. 120th Street (J-138) in Stevens Creek Township, W-32 [Construction]
- S. 12th Street (W-104) in Buda Township, W-24 [Engineering, Construction]
- S. 46th Street (S-59) in Saltillo Township, IN-8 [Construction]
- Old Cheney Road (O-37) in Yankee Hill Township, S-11 [Engineering, Construction]

Concrete box culvert improvement/replacement. These projects are in General Conformance with Plan.

- S. 176th Street (Q-217) in Stockton Township (W-12) [Box Culvert Replacement]
- SW 14th Street (T-166) in Centerville Township, W-15 [Concrete Box Culvert Improvement]

Road Projects Programmed for FY 2026

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.

- N. 162nd Street (Ashland Road to Davey Road), 4 miles [Engineering]
- N. 162nd Street (Davey Road to Hwy 6), 4 miles [Engineering]

Right-of-way, utilities, grading, and/or paving improvements. These projects are in Conformance with Plan.

- NW 56th Street (Holdrege Street to I-80), 0.7 miles [ROW]
- S. 68th Street (Hickman Village Limits to Roca Road), 1.5 miles [ROW]
- S. 98th Street (A Street to O Street), 1 mile [No Existing Road Surface - ROW/Utilities]

- East Beltway, 13 miles [ROW]
- S. 68th Street (Firth to Stagecoach), 5 miles [ROW/Utilities]
- Fletcher Avenue (84th Street to 148th Street), 4.5 miles [ROW/Utilities]
- 148th and Holdrege Streets (Intersection Improvements), 0.5 miles [Engineering, Construction]
- Saltillo Road (S. 27th Street to S. 68th Street), 2.75 miles [Pavement]

Bridge Projects Programmed for FY 2026

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

- S. 112th Street (J-135) in Stevens Creek Township, W-32 [Engineering]

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

- Arbor Road (F-201) in Oak Township, IN-25 [ROW/Utilities and Construction]

Channel Repair. Bridge structures are maintained with minor and major repairs. These projects are in General Conformance with Plan.

- W. Rock Creek Road (D-203) in West Oak Township, S-13 [Channel Repair]

Bridge and/or concrete box culvert replaced and upgraded. These projects are in General Conformance with Plan.

- N. 98th Street (G-114, G-115, G-226) in North Bluff Township, W-24 [Bridge and Box Culvert Replacement]

Bridge G-114 (built in 1949), G-115 (built in 1949) and G-226 (built in 1930) are small box culverts. Bridge G-222 is in the County One and Six Plan as being replaced and with these three boxes in close proximity of G-222, it makes the most sense to bundle and let them together for replacement. This corridor has a daily traffic count of 119 cars per day. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

Bridge and drainage structure replacement. These projects are in Conformance with Plan.

- N. 98th Street (G-222) in North Bluff Township, W-24 [Bridge and Box Culvert Replacement]

Engineering and repair of existing bridge structures. These projects are in General Conformance with Plan.

- W. Branched Oak Road (C-250) in Little Salt Township, S-27 [Engineering, Repair]

Bridge C-250 was built in 1954 and is located on W Branched Oak Road between NW 12th Street and N 1st Street. This bridge is listed as Scour Critical, has timber backwalls, and is posted for load with 137 cars per day. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

Bridge deck repair at various locations. These projects are in Conformance with Plan.

- Various Locations (K-144) [Bridge Deck Repair]

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

- Various Locations [Bridge Maintenance]

Road Projects Programmed for FY 2027-2031

Engineering and right-of-way for future road improvements. These projects are in Conformance with Plan.

- East Beltway, 13 miles [Engineering, ROW]

Right-of-way/utilities, and/or grading for widened turf shoulders. These projects are in Conformance with Plan.

- N. 14th Street (Alvo Road to Ashland Road), 11.02 miles [ROW/Utilities, Grading, and Widen Turf Shoulders]
- S. 68th Street (Hickman Village Limits to Roca Road), 1.5 miles [ROW/Utilities, Grading, Widen Turf Shoulders]

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.

- N. 162nd Street (Ashland Road to Davey Road), 4 miles [Pavement]
- N. 162nd Street (Davey Road to Hwy 6), 4 miles [Pavement]
- S. 98th Street (A Street to O Street), 1 mile [No Existing Road Surface - Pavement]
- Fletcher Road (N. 84th Street to N. 148th Street), 4.42 miles [Pavement]
- W. Van Dorn Street (SW 84th Street to Seward County Line), 4 miles [Engineering, ROW, Pavement]
- Arbor Road (N. 27th Street to Hwy 77), 2 miles [Engineering, ROW, Pavement]

Improvements to an existing paved road. These projects are in Conformance with Plan.

- Saltillo Road (S. 27th Street to S. 68th Street), 3 miles [Pavement]
- S. 68th Street (Firth to Stagecoach), 5 miles [Pavement]

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

- Various Locations [Pavement]

Bridge Projects Programmed for FY 2027-2031

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

- SW 114th Street (V-033) in Olive Branch township, W-9 [Engineering, Bridge]

Bridge V-33 was built in 1929 and is located on SW 114th Street just north of the intersection with Olive Creek Road. This bridge is listed as Not Structurally Deficient with a Deck rating of Fair and carries 268 vehicles per day. This is a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects,

it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- W. Agnew Road (D-080) in West Oak Township, S-9 [Engineering, Bridge]

Bridge D-080 was built in 1936 and is located on West Agnew Road east of the intersection with NW 112th Street. This bridge is listed as Structurally Deficient with a Substructure rating of Poor and carries 102 vehicles per day. This is a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on another arterial road with moderate traffic.

- N. 112th Street (H-066) in Waverly Township, W-31 [Engineering, Bridge]

Bridge H-66 was built in 1964 and is located on N 112th Street just south of the intersection with Alvo Road. This bridge is listed as Not Structurally Deficient with a Substructure rating of fair and carries 224 vehicles per day. This is not a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- W. Rock Creek Road (C-220) in Little Salt Township [Engineering, Bridge]

Bridge C-220 was built in 1978 and is located on W Rock Creek Road east of the intersection with NW 40th Street. This bridge is listed as Not Structurally Deficient with a Superstructure rating of fair and carries 32 vehicles per day. This is not a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- NW 84th Street (E-108 in Elk Township) W-35 [Engineering, Bridge]

Bridge E-108 was built in 1932 and is located on NW 84th Street just south of the intersection with US 34. This bridge is listed as Not Structurally Deficient with a Deck rating of fair and carries 187 vehicles per day. This is not a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a collector road with moderate traffic.

- 120th Street (M-172) in Middle Creek Township, W-5 [Engineering, Bridge]

Bridge M-172 was built in 1964 and is located on NW 126th Street just north of the intersection with W Superior Street. This bridge is listed as Not Structurally Deficient with a Deck, Superstructure and Substructure rating of fair and carries 579 vehicles per day. This is a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- W. Agnew Road (B-133) in Rock Creek Township, S-9 [Engineering, Bridge]

Bridge B-133 was built in 1937 and is located on Agnew Road just east of Highway 77. This bridge is listed as Scour Critical, and the deck is rated as Fair due to delamination and spalling on the underside of the deck with a daily traffic count of 144 cars per day. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. Deferring maintenance

funding in the short term can lead to higher costs in the future, particularly if there is risk of undermining the structure. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- S. 96th Street (X-084) in South Pass Township, W-1 [Bridge]

Bridge X-084 was built in 1974 and is located on S 96th Street just north of the intersection with Stagecoach Road. This bridge is listed as Structurally Deficient with a Deck and Superstructure rating of Poor with 113 cars per day. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

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

- A Street (J-046) in Stevens Creek Township, S-29 [Engineering, Bridge]
- S. 112th Street (J-135) in Stevens Creek Township, W-32 [Bridge]
- Rokeby Road (O-044) in Yankee Hill Township, S-26 [Bridge Bypass]

Concrete box culvert replaced and upgraded. These projects are in General Conformance with Plan.

- W. Pioneers Boulevard (N-225) in Denton Township, S-2 [Engineering, Concrete Box Culvert]

Bridge N-225 was built in 1954 and is located on W Pioneers Blvd east of the intersection with SW 84th Street. This bridge is listed as Structurally Deficient with a Substructure rating of Poor and carries 124 vehicles per day. This is a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

- Adams Street (J-099) in Stevens Creek Township, S-12 [Engineering, Concrete Box Culvert]

Bridge J-099 was built in 1938 and is located on Adams Street just west of the intersection with N 190th Street. This bridge is listed as Not Structurally Deficient with a Deck rating of Fair and carries 124 vehicles per day. This is a scour susceptible bridge. Even though the project is not shown in the Rural Road Capital Projects, it is in General Conformance with Plan because it supports the LRTP goal of maintenance. The project is not considered regionally significant requiring an individual listing in the LRTP as it is on a local road with moderate traffic.

Concrete box culvert replaced and upgraded. These projects are in Conformance with Plan.

- A Street (J-047) in Stevens Creek Township, S-29 [Engineering, Concrete Box Culvert]
- Hickman Road (R-213) in Nemaha Township, S-29 [Engineering, Concrete Box Culvert]

Bridge replacement/repair at various locations. These projects are in General Conformance with Plan.

- Various Locations (N-118, O-132) [Bridge Maintenance]

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

- Various Locations (B-037, C-013, C-106, D-138) [Concrete Box Culvert Replacements]
- Various Locations [Concrete Box Culvert Replacement/Repair]

Approach slabs. Approach slabs are a transition surface between the bridge deck and roadway. These projects are in General Conformance with Plan.

- Approach Slabs (H-207, H-253, M-010, O-61, O-062) [Approach Slabs]



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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 6, 2025

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

To whom it may concern:

Please place the 2026 One and Six-Year Road and Bridge Construction Program on the Planning Commission's agenda for September 3, 2025.

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

Sincerely,

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

cc: Lancaster County Board

ONE AND SIX-YEAR ROAD AND BRIDGE CONSTRUCTION PROGRAM

2026 - 2031



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

(402) 441-7681

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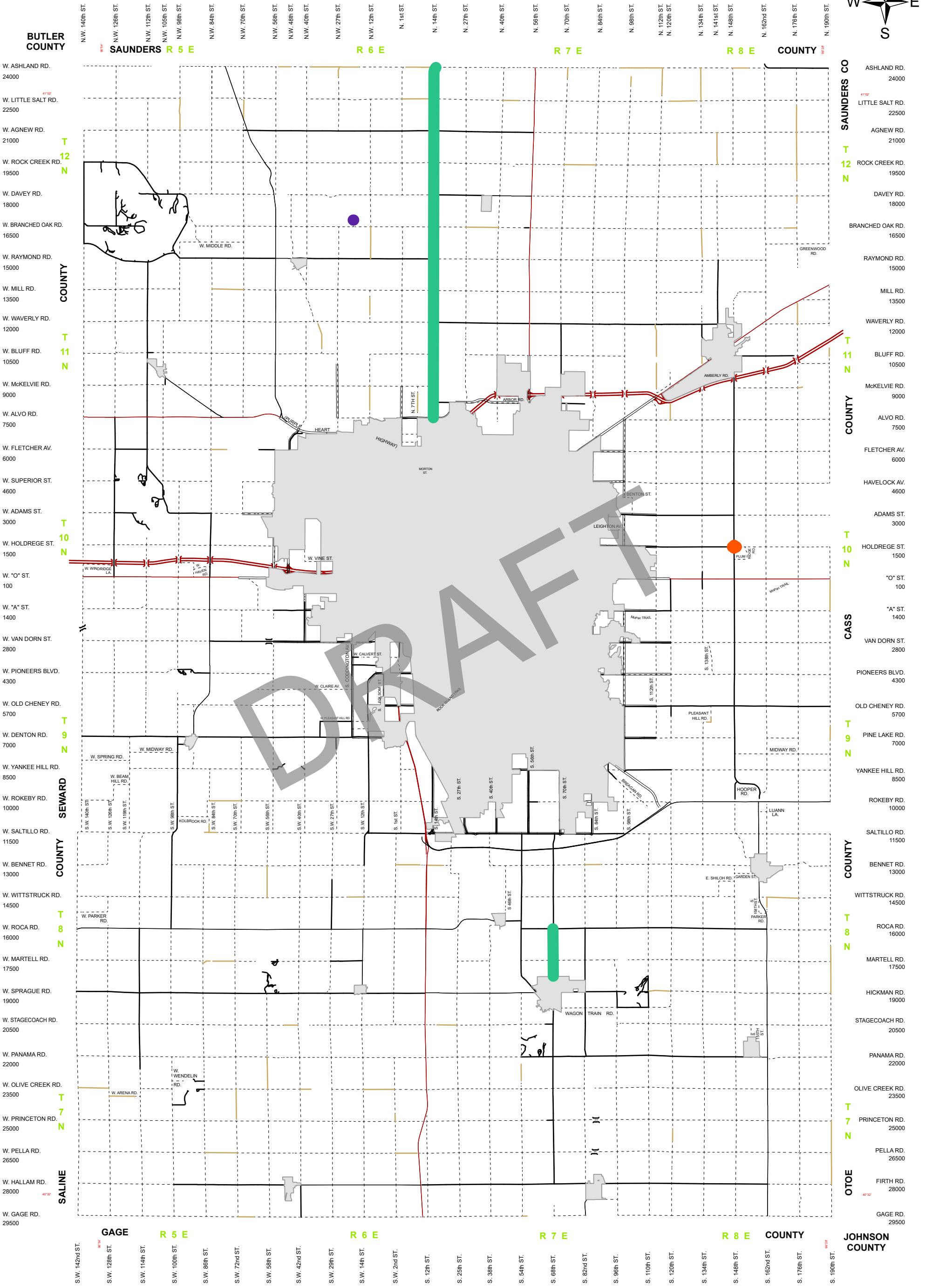
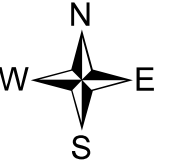
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Lancaster County, Nebraska

FY25 Road Projects



Legend

- Engineering
- ROW / Grading
- Right of Way

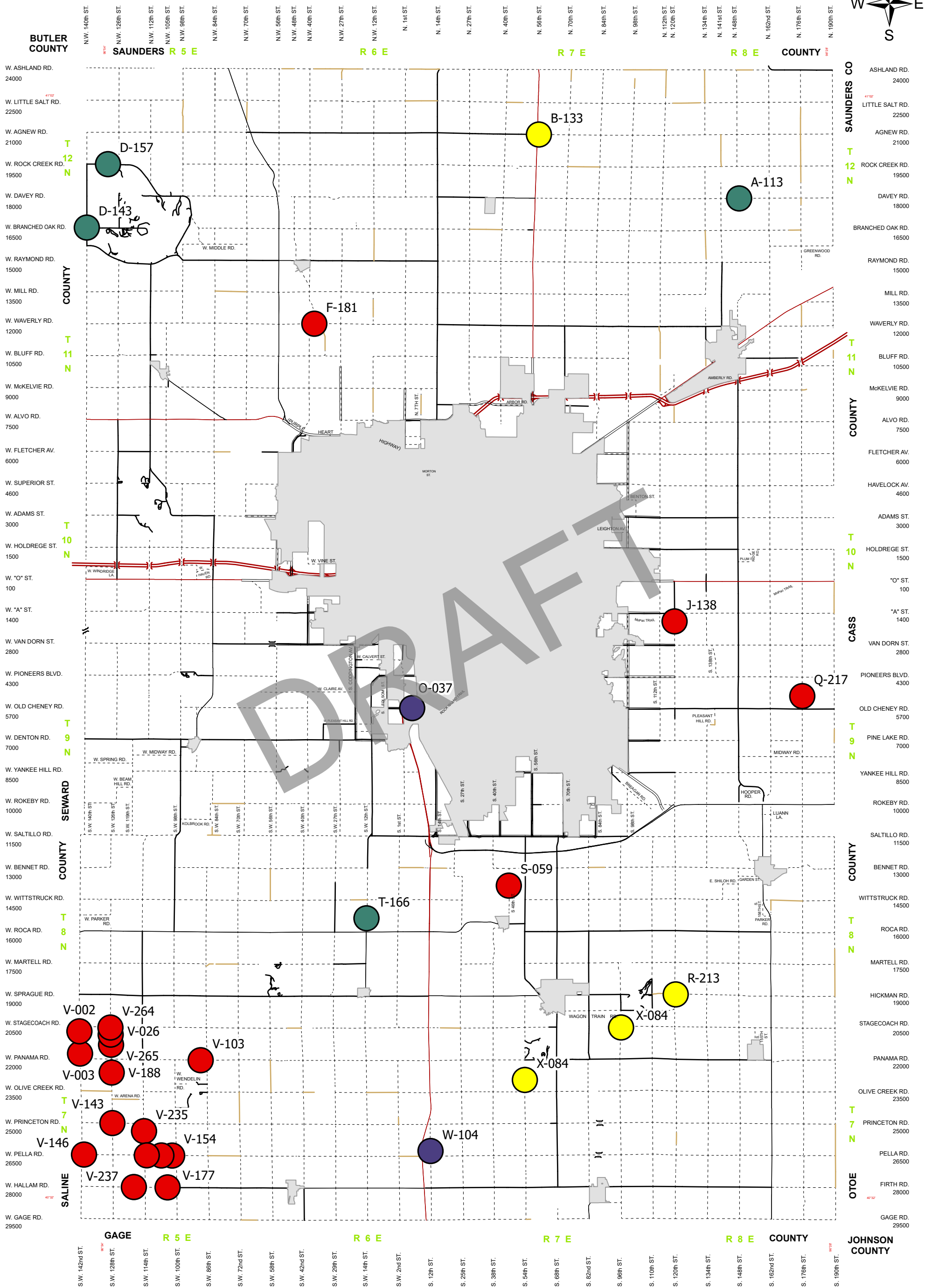
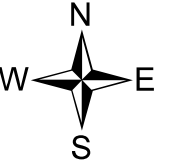
FY25 ROAD PROJECTS

Location	Township & Section	County Project	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
N. 14th Street Ashland Rd to Alvo Rd	Little Salt W-1,12,13,24,25,36 Oak W-25, 24, 13, 12,1	23-03	Pavement	750 - 3700	11.02	Engineering	\$184,000
148th and Holdrege Intersection Improvements	Stevens Creek SW-15	21-03	ACSC	5000	0.5	ROW	\$9,922
S. 68th Street Hickman Village Limits to Roca Rd	Saltillo W-22,27	19-03	Pavement	6,160	1.5	Engineering	\$76,000
NW 19th Street C-262	Little Salt IN-28	22-45	-	33	-	ROW Grading	\$131,105
Pavement Preservation	Countywide	-	-	-	-	Construction	\$4,414,246
Below amounts are considered estimates and all funds have not been distributed to Lancaster County							\$4,815,273
N. 14th Street will receive approx., \$920,000 in LCLC funds. Lancaster County share is 20% (\$184,000)							
148th St and Holdrege will receive approx., \$79,374 in HSIP funds. Lancaster County share is 10% (9,922)							
S. 68th Street (Hickman to Roca) will receive approx., \$380,000 of LCLC & HSIP funds. Lancaster County share is 20% (\$76,000)							

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Lancaster County, Nebraska

FY25 Bridge Projects



Legend

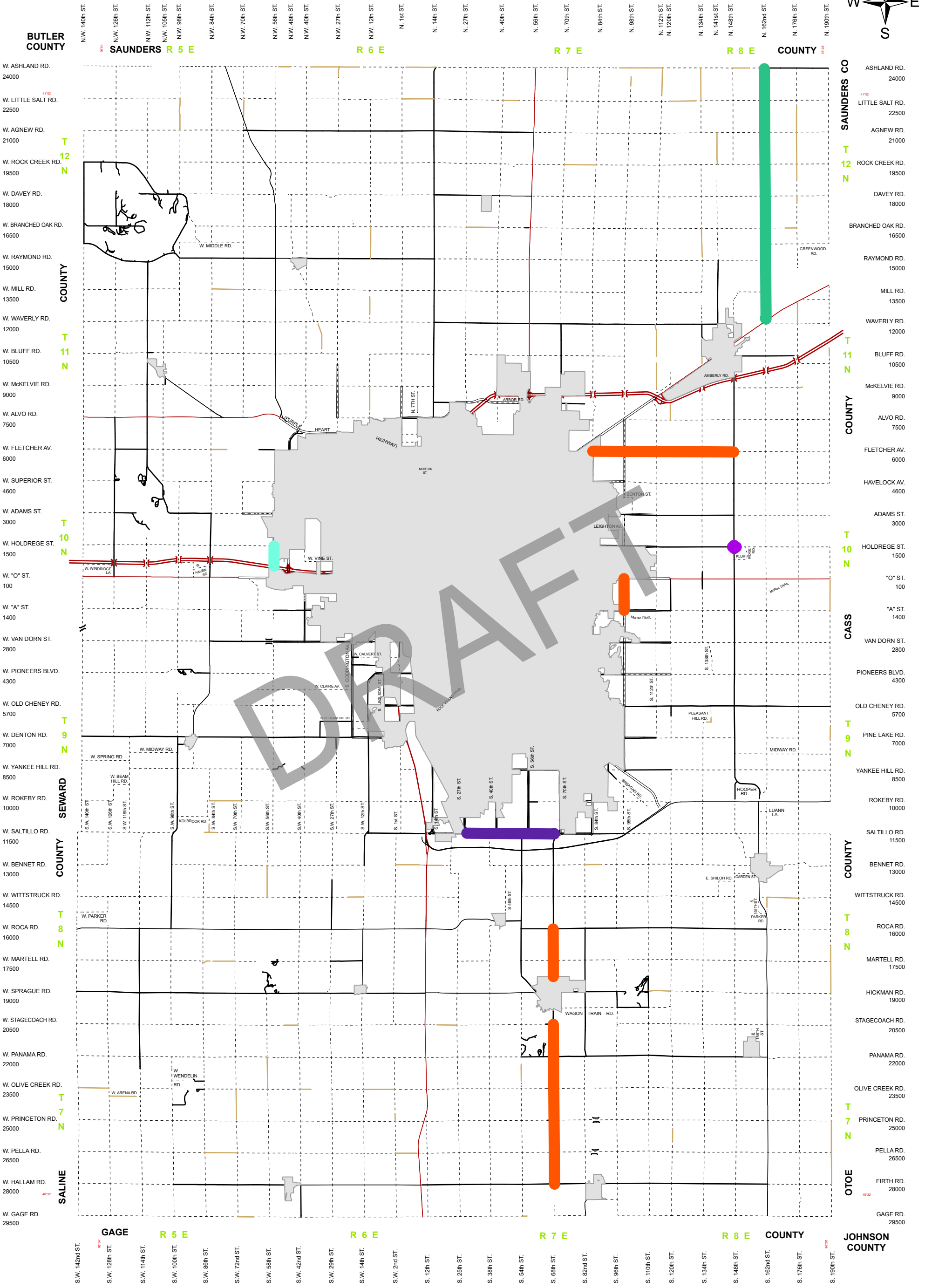
- Engineering
- Repair
- Engineering / Replacement
- Replacement

FY25 BRIDGE PROJECTS

Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
General Culvert Maintenance Phase IV	Varies	-	-	Construction (Phase IV)	\$700,000
S 120th Street J-138	Steven's Creek W-32	24-40	242	Construction	\$731,000
S 12th Street W-104	Buda W-24	24-41	57	Engineering Construction	\$409,419
S 46th St S-059	Saltillo IN-8	22-42	225	Construction	\$718,000
W Waverly rd F-181	Oak S-8	22-47	169	Construction	\$1,636,000
General Culvert Maintenance	Varies	-	-	Construction	\$1,400,000
S. 176th Street Q-217	Stockton W-12	23-54	35	Box Culvert Replacement	\$189,360
Davey Road A-113	Mill S-22	24-51	71	Channel Repair	\$469,427
Various Locations	Varies	-	-	Channel Repair	\$570,600
SW 14th St T-166	Centerville W-15	24-54	673	Concrete Box Culvert Improvement	\$179,000
S 96th St X-084	South Pass W-1	23-40	113	Engineering	\$215,317
Various Locations D-143 & D-157	-	-	-	Bridge Deck Repair	\$157,584
Hickman Road R-213	Nemaha S-29	-	28	Engineering	\$136,000
W Agnew Rd B-133	Rock Creek S-9	-	144	Engineering	\$215,900
Old Cheney Rd O-37	Yankee Hill S-11	-	11,095	Engineering Construction	\$89,857
Various Locations	-	-	-	Bridge Maintenance	\$182,150
Below amounts are considered estimates and all funds have not been distributed to Lancaster County					\$7,999,614
D-143 will receive 50% from Seward County. Lancaster County will pay 50%					
O-037 will receive 50% funding from NDOT. Lancaster County will pay 50%					

Lancaster County, Nebraska

FY26 Road Projects



Legend

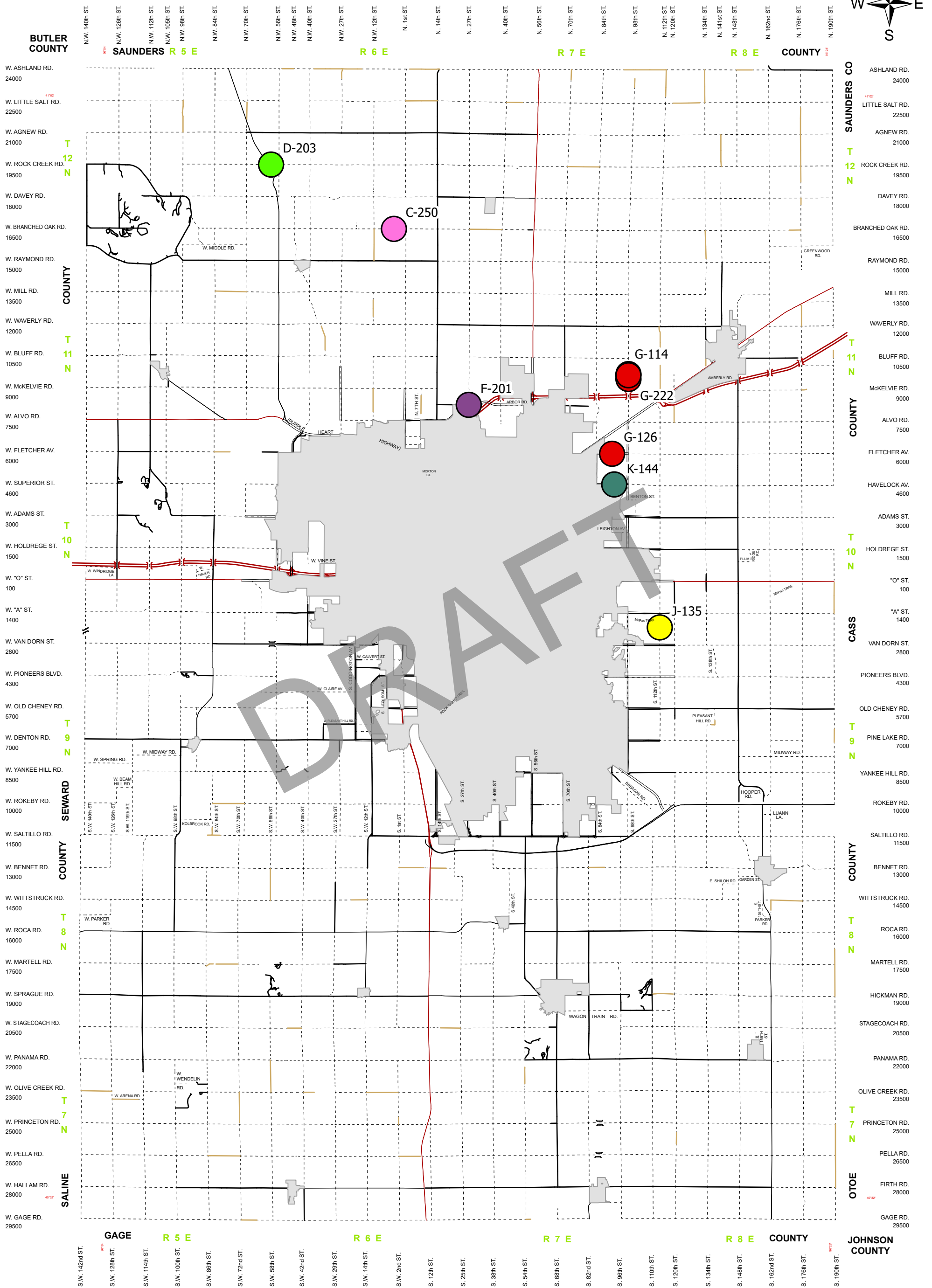
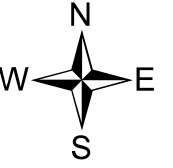
- █ Engineering
- █ ROW / Grading
- █ Right of Way
- █ Engineering / Pavement
- █ ROW / Pavement

FY26 ROAD PROJECTS

Location	Township & Section	County Project	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
N. 162nd Street Ashland to Davey	Mill W-2, 11, 14, 23	25-05	Gravel	260	4	Engineering	\$123,000
N. 162nd Street Davey to Hwy 6	Mill W-26,35 Waverly W-2, 11	25-06	Gravel	260	4	Engineering	\$129,000
NW 56th Street I-80 to W. Holdrege Street	West Lincoln W-19	22-03	Gravel	360	0.7	ROW Pavement	\$457,000
Saltillo Rd 27th Street to 68th Street	Grant S-31, 32, 33	16-17	Gravel	-	2.75	ROW/Utilities Engineering	\$554,000
S. 68th Street Hickman Village Limits to Roca Rd	Saltillo W-22,27	19-03	Pavement	6,160	1.5	ROW	\$20,000
S 98th Street A Street to O Street	Lancaster W-25	19-28	-	-	1	ROW/Utilities	\$160,000
East Beltway	Stockton IN-29,20,17,8,5 Stevens Creek IN-32,29,20,17,8,5 Waverly IN-32,29		-	-	13	ROW	\$50,000
S. 68th Street Firth to Stagecoach	South Pass W-3,10,15,22,27	21-11	Pavement	4,685	5	ROW Utilities	\$240,000
Fletcher Ave 84th St to 148th St	North Bluff S-35, 36 Waverly S- 31, 32, 33	22-02	Gravel	-	4.5	ROW Utilities	\$56,000
148th and Holdrege Intersection Improvements	Stevens Creek SW-15	21-03	ACSC	5000	0.5	Engineering Construction	\$120,000
Below amounts are considered estimates and all funds have not been distributed to Lancaster County							\$1,909,000
N. 162nd Street (Davey to Ashland) is 100% County cost for Engineering							
N. 162nd Street (Davey to US 6) will receive approx., \$516,000 in funding. Lancaster County share is 20%							
NW 56th St (Holdrege to I-80) will receive approx. 1,865,000 in LCLC funds. Lancaster county share is 20%							
Saltillo Rd will receive approx., \$3,906,000 in funding. Lancaster County will pay 10%							
S. 68th Street (Hickman to Roca) will receive approx., \$80,000 in funding. Lancaster County share is 20%							
S. 98th Street will receive approx., \$800,000 in funding. City of Lincoln share is 10%. Lancaster County share is 10%							
S. 68th Street (Firth to Stagecoach) will receive approx., \$1,200,000 in LCLC & HSIP funds. Lancaster County share is 20%							
Fletcher Ave will receive approx. 224,000 in LCLC funds. Lancaster County share is 20%							
148th and Holdrege will receive approx., \$1,120,000 in funding. Lancaster County share is 10%							

Lancaster County, Nebraska

FY26 Bridge Projects



Legend

- Engineering
- Erosion Control
- Repair
- Engineering / Repair
- ROW / Replacement
- Replacement

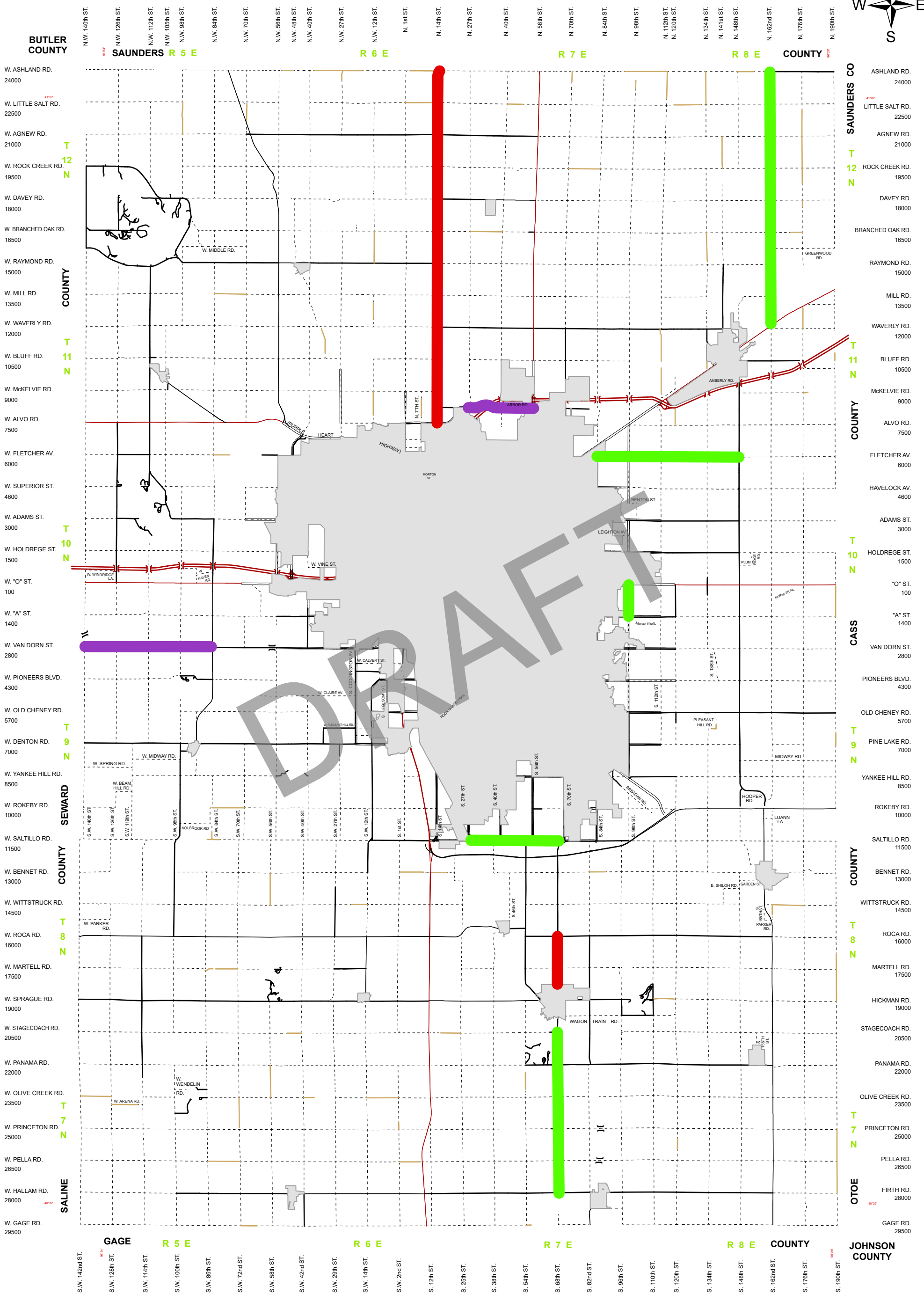
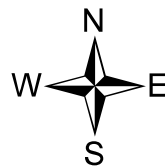
FY26 BRIDGE PROJECTS

Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
Arbor Road F-201	Oak IN-25	22-44	2674	ROW/ Utilities Construction	\$534,800
W Rock Creek Rd D-203	West Oak S-13	24-58	55	Channel Repair	\$300,000
N. 98th Street G-222, G-114, G-115, G-126	North Bluff W-24	21-41	119	Bridge and Box Culvert Replacement	\$3,075,680
Various Locations K-144	-	-	-	Bridge Deck Repair	\$373,000
S 112th St J-135	Steven's Creek W-32	22-57	269	Engineering	\$150,000
Various Locations	-	-	-	Bridge Maintenance	\$1,190,000
W Branched Oak Road C-250	Little Salt S-27	-	137	Engineering Repair	\$20,000
F-201 will receive approx., \$2,139,200 in LCLC funds. Lancaster County's share is 20%					\$5,643,480
Bridge G-222 will receive \$500,000 in County Bridge Match funds.					

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Lancaster County, Nebraska

FY27-31 Road Projects



Legend

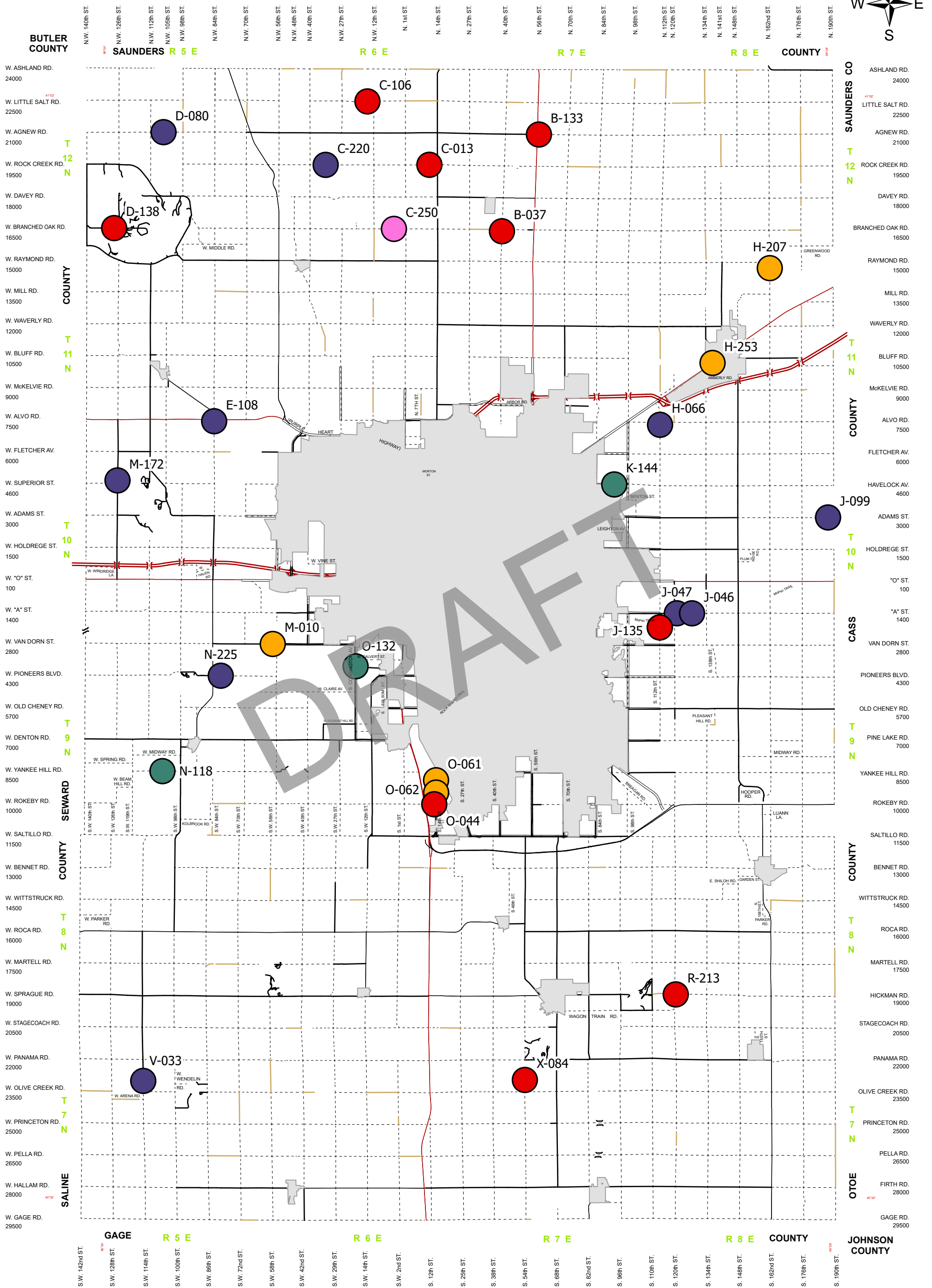
- Engineering / ROW / Pavement
- ROW / Grading / Shouldering
- New Paving

FY27-31 ROAD PROJECTS

Location	Township & Section	County Project	Existing Surface	ADT Count	Length (Miles)	Improvement	Estimated Cost
East Beltway	Stockton IN-29,20,17,8,5 Stevens Creek IN-32,29,20,17,8,5 Waverly IN-32,29	-	-	-	13	Engineering ROW	\$3,100,000
N 162nd Street Ashland Road to Davey Road	Mill W-02.11.14.23.26.35 Waverly W- 2,11	24-05	Gravel	260	4	Pavement	\$0
N 162nd Street Davey Road to Hwy 6	Mill W-02.11.14.23.26.35 Waverly W- 2,11	24-05	Gravel	260	4	Pavement	\$1,400,000
S 98th Street A Street to O Street	Lancaster W-25	19-28	-	-	1	Pavement	\$1,000,000
Saltillo Road S 27 th Street to S 68 th Street	Grant S-31,32,33	16-17	Pavement	6,801	3	Pavement	\$1,204,000
N 14th Street Alvo Road to Ashland Road	Little Salt W-1,12,13,24,25,36 Oak W-25,24,13,12,1	23-03	Pavement	750 - 3700	11.02	ROW/Utilities and Grading Widen Turf Shoulders	\$2,302,900
S 68th Street Hickman Village Limits to Roca Road	Saltillo W-27,22	19-03	ACSC	6160	1.5	ROW/ Utilities and Grading Widen Turf Shoulders	\$278,100
Fletcher Road N 84 th Street to N 148 th Street	Lancaster N-2, 1 Stevens Creek N-6,5,4	22-02	Gravel	272	4.42	Pavement	\$600,000
S. 68th Street Firth to Stagecoach	South Pass W-3,10,15,22,27	21-11	Pavement	4,685	5	Pavement	\$2,063,198
W. Van Dorn Street SW 84 th to Seward County	Middle Creek S-31, 32, 33, 34	-	Gravel	120	4	Engineering ROW Pavement	\$800,000
Arbor Road N. 27 th Street to HWY 77	North Bluff IN - 29, 30	-	Gravel	-	2	Engineering ROW Pavement	\$340,000
Various Locations	Varies	-	Pavement	Varies	Varies	-	\$8,000,000
Below amounts are considered estimates and have not been distributed to Lancaster County.							\$21,088,198
N 162nd (Ashland to Davey will be 100% HUD funded							
N 162nd (Davey to Hwy 6) will be 80% federal funded. Lancaster County share is 20%							
S 98 th Street (A Street to O Street) will receive approx., \$9,000,000 in LCLC and other funds. City of Lincoln share is 10%. Lancaster County's share is 10% approximately \$1,000,000.							
N. 14th Street will receive approx., \$5,523,800 in HSIP funds & approx., \$3,409,500 in LCLC funds. Lancaster County share is 20% (\$2,232,900)							
Saltillo Road (S 27 th Street to S 68 th Street) will receive approx., \$10,936,000 in HSIP funds. Lancaster County's share is 10% (\$1,204,000).							
S 68 th Street (Hickman limits to Roca Rd) will receive approx., \$434,300 in HSIP funds & \$678,100 in LCLC funds. Lancaster County share is 20%							
W. Van Dorn Street will not be completed unless we receive federal funding.							
Fletcher Road (84th St to 148th St) will use \$5,280,000 in LCLC funds. County's share is \$2,600,000. (Appying for a \$4.4 million HUD grant)							
S 68 th Street (Firth to Stagecoach) receive approx., \$6,870,600 in HSIP & approx., \$1,382,190 in LCLC funds. Lancaster County share is 20%							

Lancaster County, Nebraska

FY27-31 Bridge Projects



Legend

- Approach Slabs
- Engineering / Repair
- Repair
- Engineering
- Engineering / Replacement
- Replacement

FY27-31 BRIDGE PROJECTS

Location	Township & Section	County Project	ADT Count	Improvement	Estimated Cost
SW 114th Street V-033	Olive Branch W-9	-	268	Engineering	\$100,000
				Bridge	\$550,000
A Street J-046	Stevens Creek S-29	-	206	Engineering	\$120,000
				Bridge	\$750,000
W Agnew Rd D-080	West Oak S-9	-	102	Engineering	\$80,000
				Bridge	\$450,000
A Street J-047	Stevens Creek S-29	-	206	Engineering	\$80,000
				Concrete Box Culvert	\$500,000
Approach Slabs H-207, H-253, M-010, O-61, O-62	-	-	-	Approach Slabs	\$1,000,000
W Pioneers Blvd N-225	Denton S-2	-	124	Engineering / Concrete Box Culvert	\$530,000
N 112th St H-066	Waverly W-31	-	224	Engineering Bridge	\$100,000 \$550,000
W Rock Creek Rd C-220	Little Salt S-17	-	32	Engineering	\$150,000
				Bridge	\$600,000
NW 84th St E-108	Elk W-35	24-53	187	Engineering Bridge	\$100,000 \$600,000
Adams St J-099	Stevens Creek S-12	-	141	Engineering	\$80,000
				Concrete Box Culvert	\$600,000
120th St M-172	Middle Creek W-5	-	579	Engineering Bridge	\$150,000 \$1,200,000
Various Locations B-037, C-013, C-106, D-138	Various	-	-	Concrete Box Culvert Replacements	\$400,000
Various Locations N-118, O-132	Various	-	-	Bridge Maintenance	200,000
S 112th St J-135	Steven's Creek W-32	22-57	269	Bridge	\$650,000
Rokeby Road O-44	Yankee Hill S-26	21-44	18	Bridge Bypass	\$200,000
Hickman Road R-213	Nemaha S-29	25-41	28	Concrete Box Culvert	\$825,555
W Agnew Rd B-133	Rock Creek S-9	25-40	144	Bridge	\$1,315,540
S 96th St X-084	South Pass W-1	23-40	113	Bridge	\$1,000,000
Various Locations	Various	-	-	Concrete Box Culvert Replacement /Repair	\$2,000,000
Below amounts are considered estimates and have not been distributed to Lancaster County.					\$14,881,095