

Project Fact Sheet

Jct. US-281 West, Grand Island S-30-4(1046); C.N. 41704

Project Status

As of May 2020, the next step in the project development process is the right-of-way (ROW) appraisal and negotiations step. Currently, the project plans and quantities are completed.

- Before starting the ROW process, NDOT would hold a public meeting to refresh the community of the design and the changes made as a result of comments from the 2016 public meeting. This public meeting will be set once we better define the project schedule.

The NDOT has many "needs" and is currently limited and experiencing shrinking funds because of the pandemic. Establishing the necessary funding is the largest obstacle to overcome in regard to defining the project's schedule.

- The project cost estimate is published at \$30 million. It is currently being updated and will likely be higher based on recent contract bids.

Purpose and Need

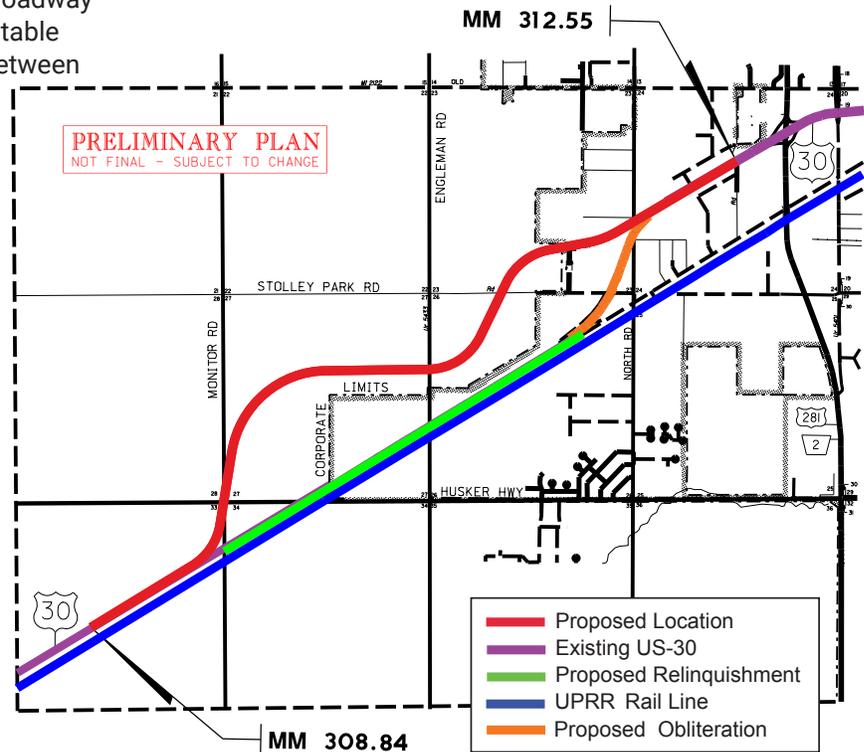
The purpose of the proposed project is to preserve the transportation asset, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public. The need for this project is to increase roadway dimensions to handle increased capacity, to meet roadway standards at intersections for unacceptable skews, and to alleviate the proximity between US-30 and the rail line.

Scope of Work

Proposed improvements on this project would include constructing a 4-lane expressway with a 40-foot depressed median in the rural portion of the project (West of the Monitor Road intersection to Engleman Road) and a 30-foot raised median in the urban portion (Engleman Road to Claude Road). Additional work would include the realignment of North Road, and Stolley Park Road to line up perpendicular to the proposed US-30 alignment. A portion of Monitor Road would be realigned to accommodate the proposed US-30 alignment.

Traffic Volumes

| US-30 from MM 308.84 - 312.55 | | |
|-------------------------------|-------|--------|
| Year | 2019 | 2039 |
| Vehicles Per Day (ADT) | 9,720 | 11,560 |
| Design Hourly Volume (DHV) | 970 | 1,160 |
| % Heavy Trucks | 9% | 9% |



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Public Involvement History

- 2006 - Presented two alternatives
 - A - On alignment
 - B - Off alignment
- 2008 - Made adjustments to the alternatives based on public comments in 2006
 - B was the preferred alignment because of less impacts to homes (40 to 2)
- 2008 - 2014 - Project was put on hold until it was selected for BNA funding
- 2014 - NDOT restarted the project. However, new development (Greenline) shifted the alignment
- 2016 (April) - Public information meeting held to present updated alignment
 - Plenty of feedback received. As a result, NDOT revised the following:
 - Shifted (slightly) away from homes and businesses
 - Added berms and landscape
 - Added additional connection at Monitor Road
 - NDOT met one-on-one with 16 adjacent property owners

Construction Schedule

Construction is still anticipated to take two years. However, the proposed project would not be constructed in 2020 as originally planned. A revised construction schedule has not been determined at this time.

Right-of-Way

The proposed project would require the acquisition of additional property rights for construction throughout the project area, including new right-of-way, temporary easements, permanent easements, and control of access. Property relocations are also anticipated. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

Potential Impacts

Impacts to wetlands are anticipated and would be mitigated off-site at the Mormon Island wetlands bank.

Estimated Cost

The estimated cost of the proposed project is approximately \$39 million. The State contribution for the project cost would be accrued from Build Nebraska Act funds. The City of Grand Island would participate in 20% of the cost for that portion of the project within the City boundary.

For more information, contact:

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