

US-30 Jct. US-281 West, Grand Island

S-30-4(1046)

C.N. 41704



Purpose and Need

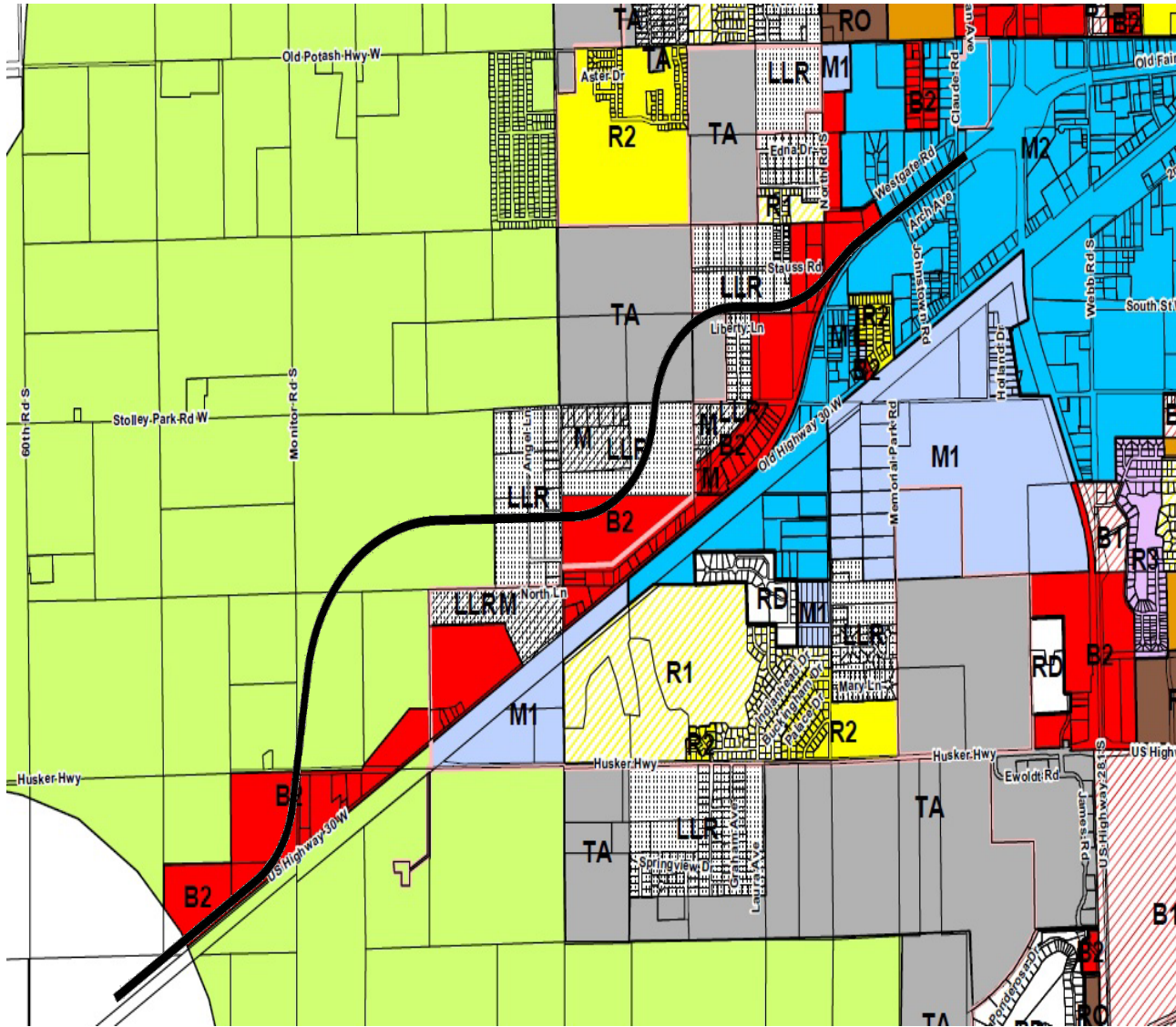
Purpose

- Improve reliability of transportation system
- Increase mobility of traveling public

Need

- Handle increased capacity & congestion
 - » Vehicles per day: 2019 – 9,720
 2039 – 11,560
- With planned development; traffic congestion will only increase if improvements are not made.
- Correct unacceptable intersection skews.
- Increase separation between US-30 and Railroad.

Purpose and Need



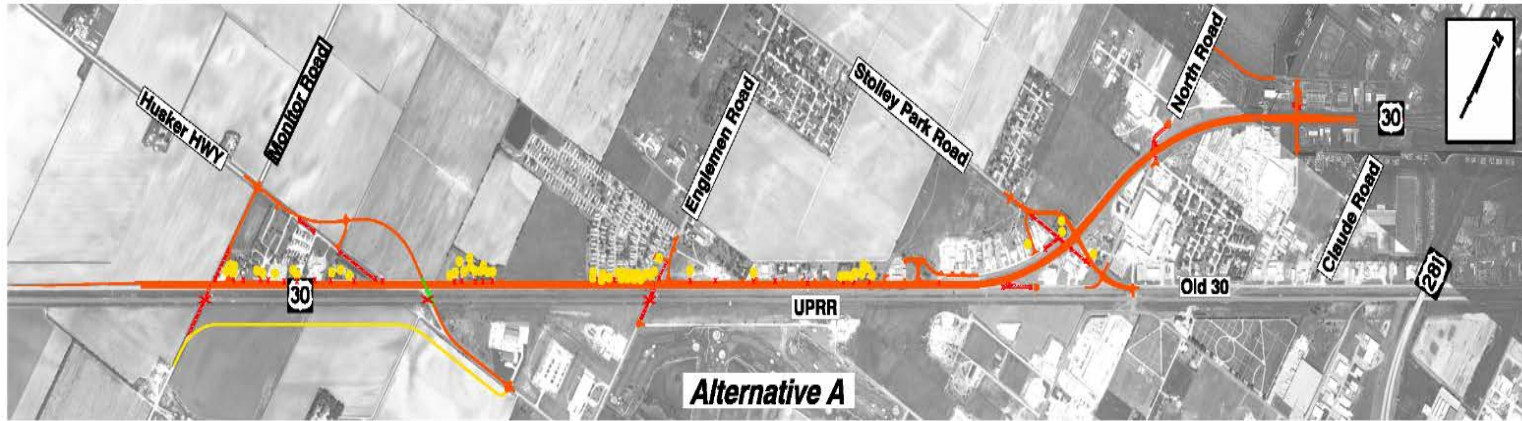
Legend

- Grand Island City Limits
 - Parcel
- ZONES
- A - Airport Zone
 - B2-AC - Arterial Commercial Overlay Zone
 - Gateway_Corridor
 - M - Manufactured Home Overlay Zone
 - MD - Manufactured Home Overlay Zone
 - AG-1 Primary Agricultural Zone
 - AG-2 Secondary Agricultural Zone
 - AG-SC Special Agricultural/Conservation Zone
 - SRC Special Recreation/Conservation Zone
 - TA Transitional Agricultural Zone
 - LLR Large Lot Residential Zone
 - R1 Suburban Residential Zone
 - R2 Low Density Residential Zone
 - R3 Medium Density Residential Zone
 - R4 High Density Residential Zone
 - RO Residential Office Zone
 - B1 Light Business Zone
 - B2 General Business Zone
 - B3 Heavy Business Zone
 - ME Industrial Estates Zone
 - M1 Light Manufacturing Zone
 - M2 Heavy Manufacturing Zone
 - M3 Mixed Use Manufacturing Zone
 - CD Commercial Development Zone
 - TD Travel Development Zone
 - RD Residential Development Zone

2006 Public Meeting Information

- 1st public meeting held in 2006.
- Two alternatives presented.
 - A – On alignment (40 property acquisitions)
 - B – Re-aligned (2 property acquisitions)
- Alternative B was the preferred alternative for the public.

2006 Public Meeting Alternatives

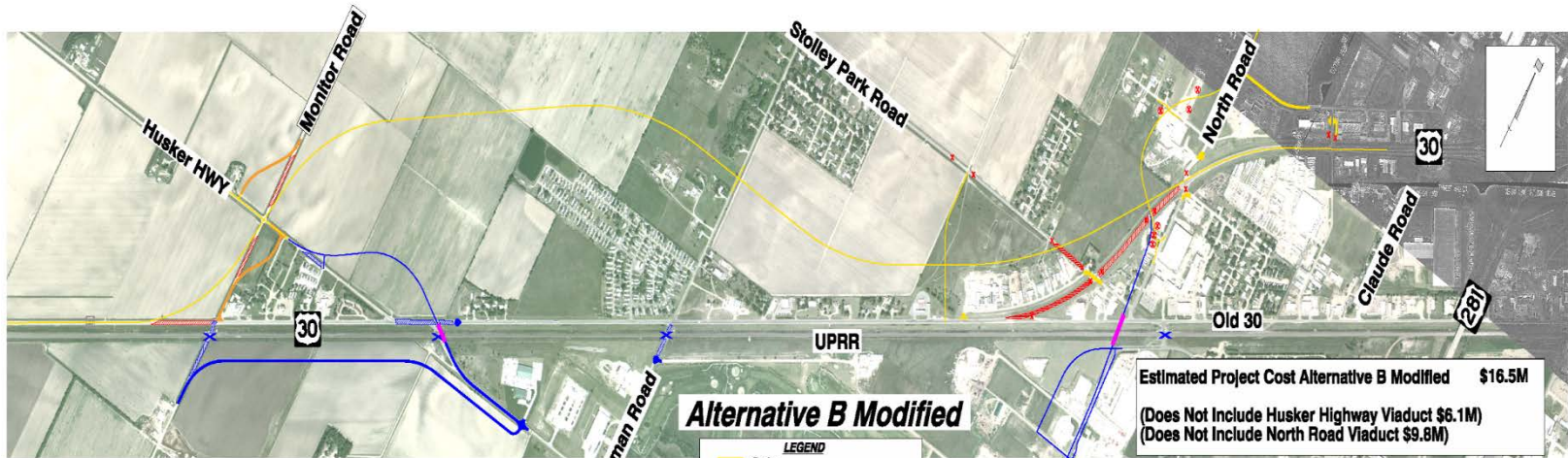
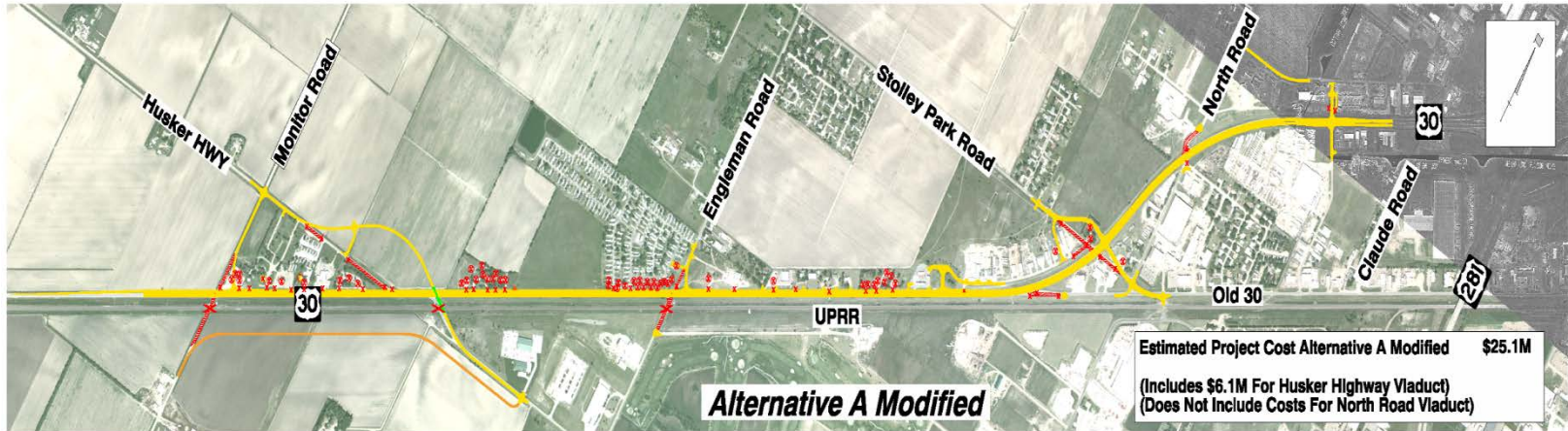


LEGEND	
	- Parking
	- Gravel Surface
	- Bridge
	- Remove Roadway
	- Driveway or street closed
	- Building Acquisition
	- RR crossing closed with Huaker Viaduct

2008 Public Meeting Information

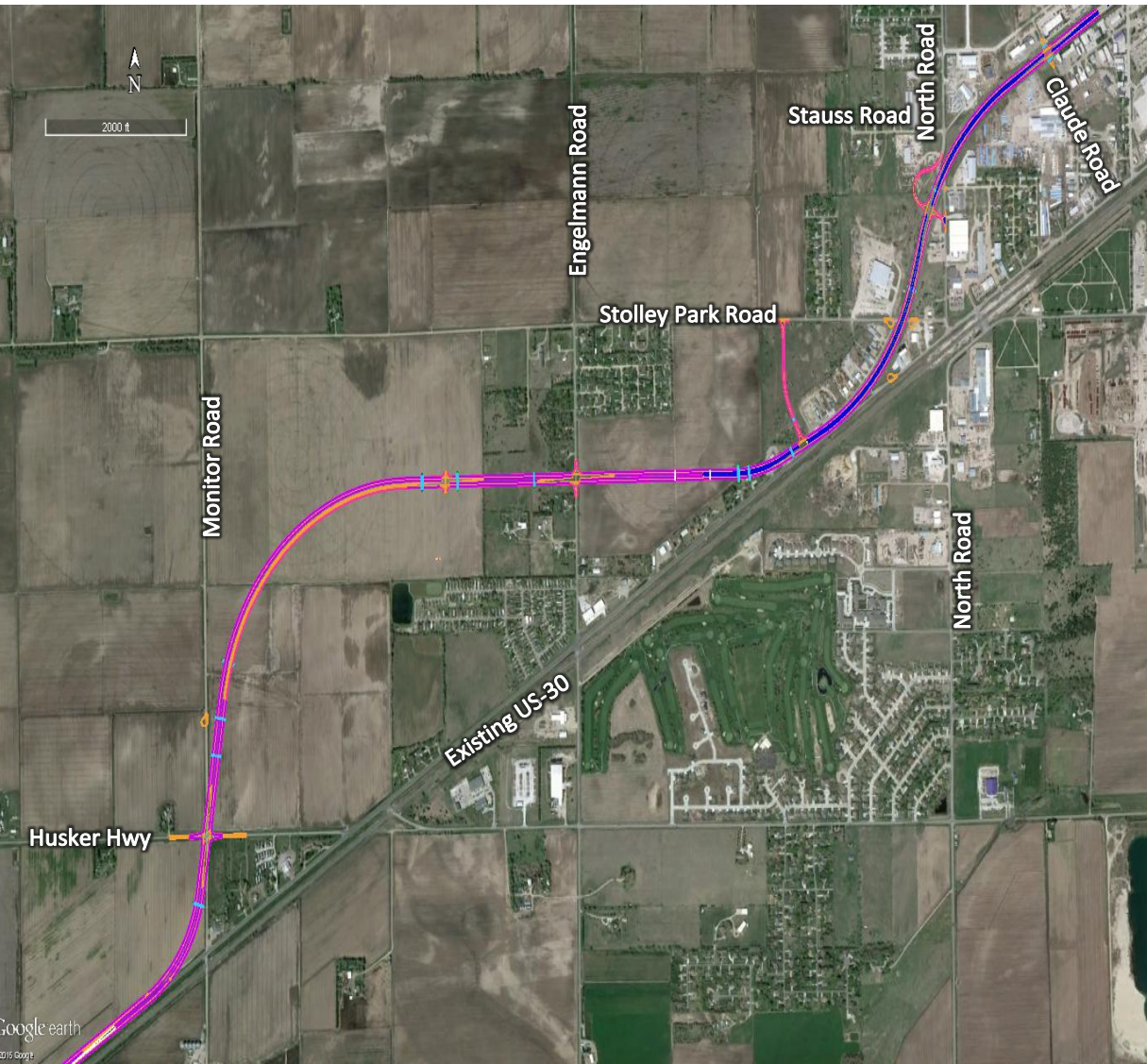
- 2nd public meeting held in 2008
- Previous alignments modified
 - A – On alignment (40 property acquisitions)
 - B – Re-aligned (5 property acquisitions)
- Alternative B was the preferred alternative for the public.
- Funding no longer available for the project, shelving the project to a later date.

2008 Public Meeting Alternatives



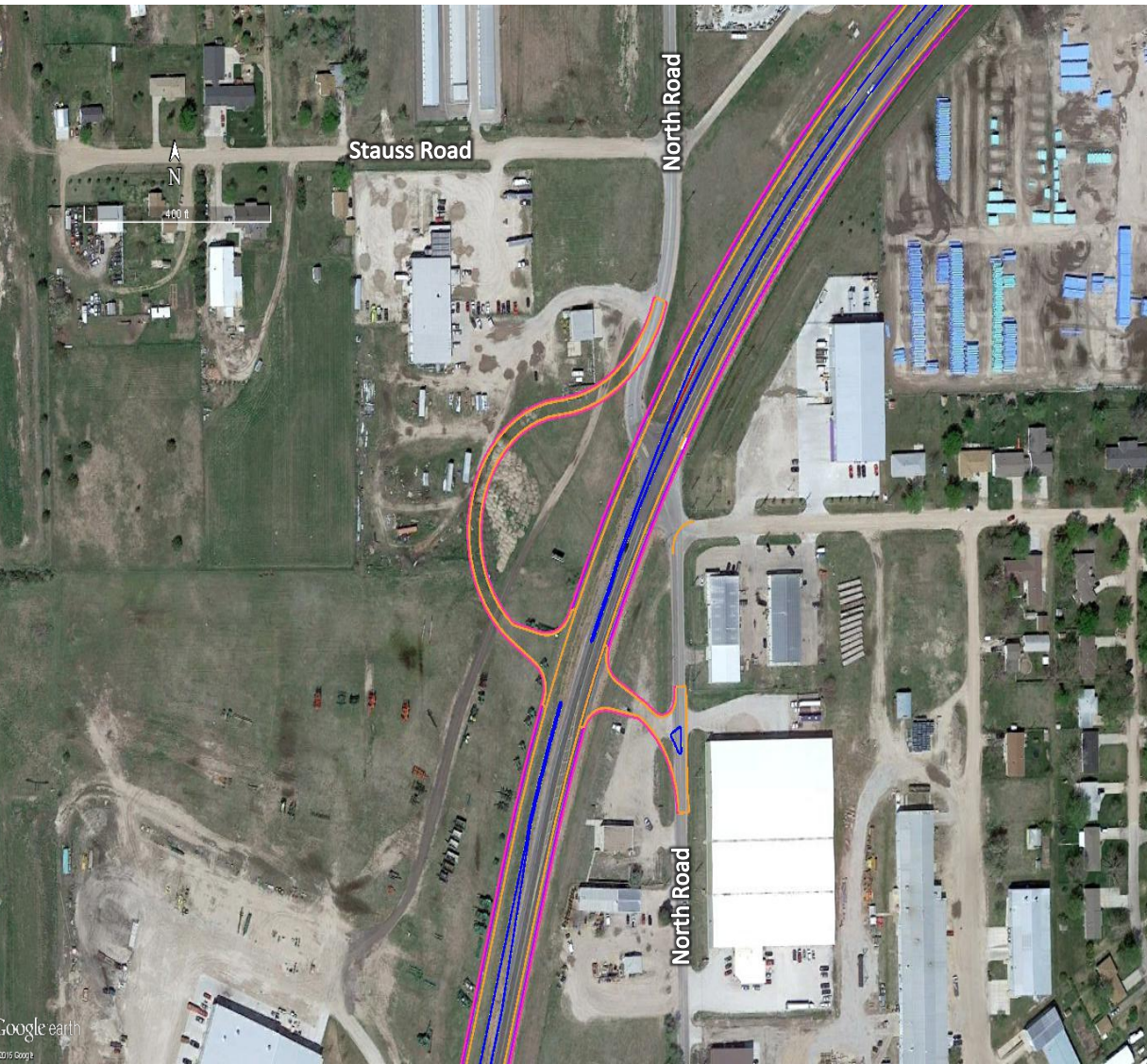
- LEGEND**
- Paving
 - Gravel Surface
 - Bridges
 - Future Project by others
 - Future Bridge by Others
 - Remove Roadway
 - X Driveway or street closed
 - X Building Acquisition
 - X RR crossing closed with Husker Viaduct

2015 Preliminary Alignment



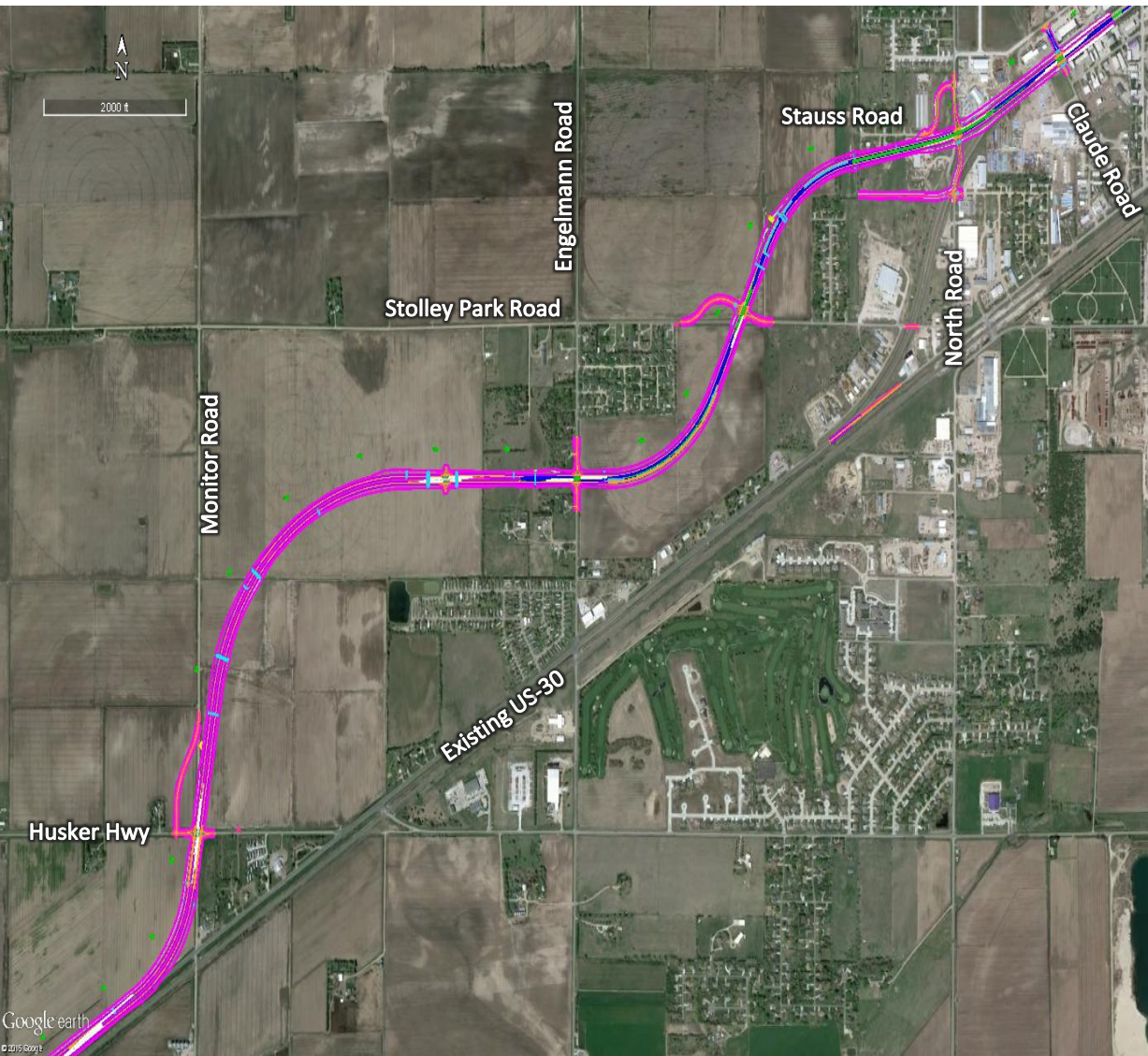
- Funding becomes available through the Build Nebraska Act in 2011.
- Carried forward the preferred alignment from 2008.
- Re-evaluate the alignment, due to new development in the corridor.
- With the addition of 2 lanes, this alternative impacted Kent Avenue businesses.
- This alternative did not support the City's goal to build a North Road viaduct.

2015 Preliminary Alignment



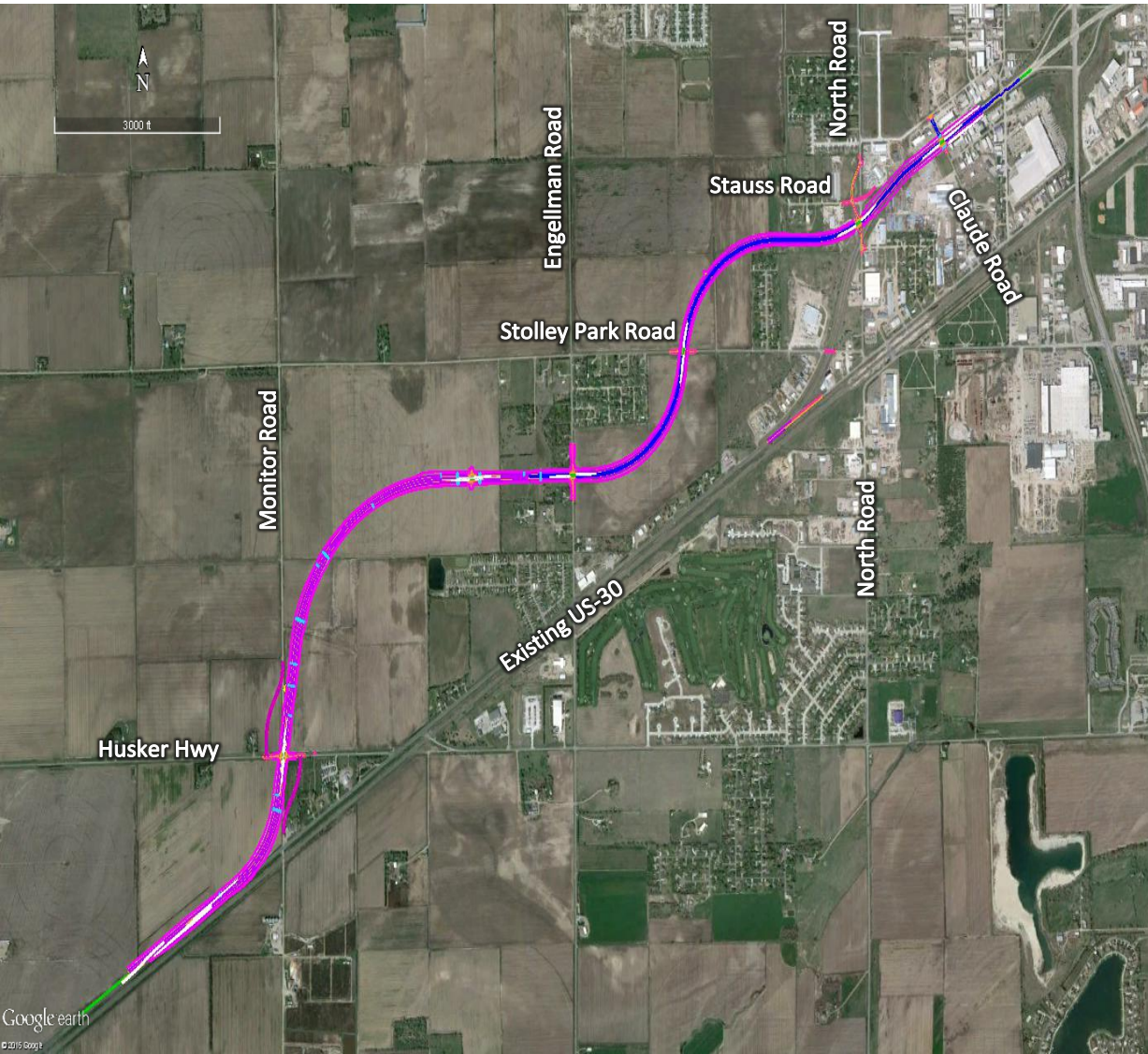
- This alternative included sharp curves along North Road which is undesirable at the approach of the intersection with highway 30. See the orange alignment.
- Due to the proximity of the North Road intersection to the railroad, not enough space would be available for a potential future North Road viaduct over the BNSF railroad.

April 2016 Public Meeting Alignment



- Presented alignment shifts alignment north to accommodate the North Road viaduct and Husker Highway viaduct.
- In shifting the alignment to the north, property acquisitions would be diminished greatly to 2 residential and 2 business properties.

Post Public Meeting Alignment



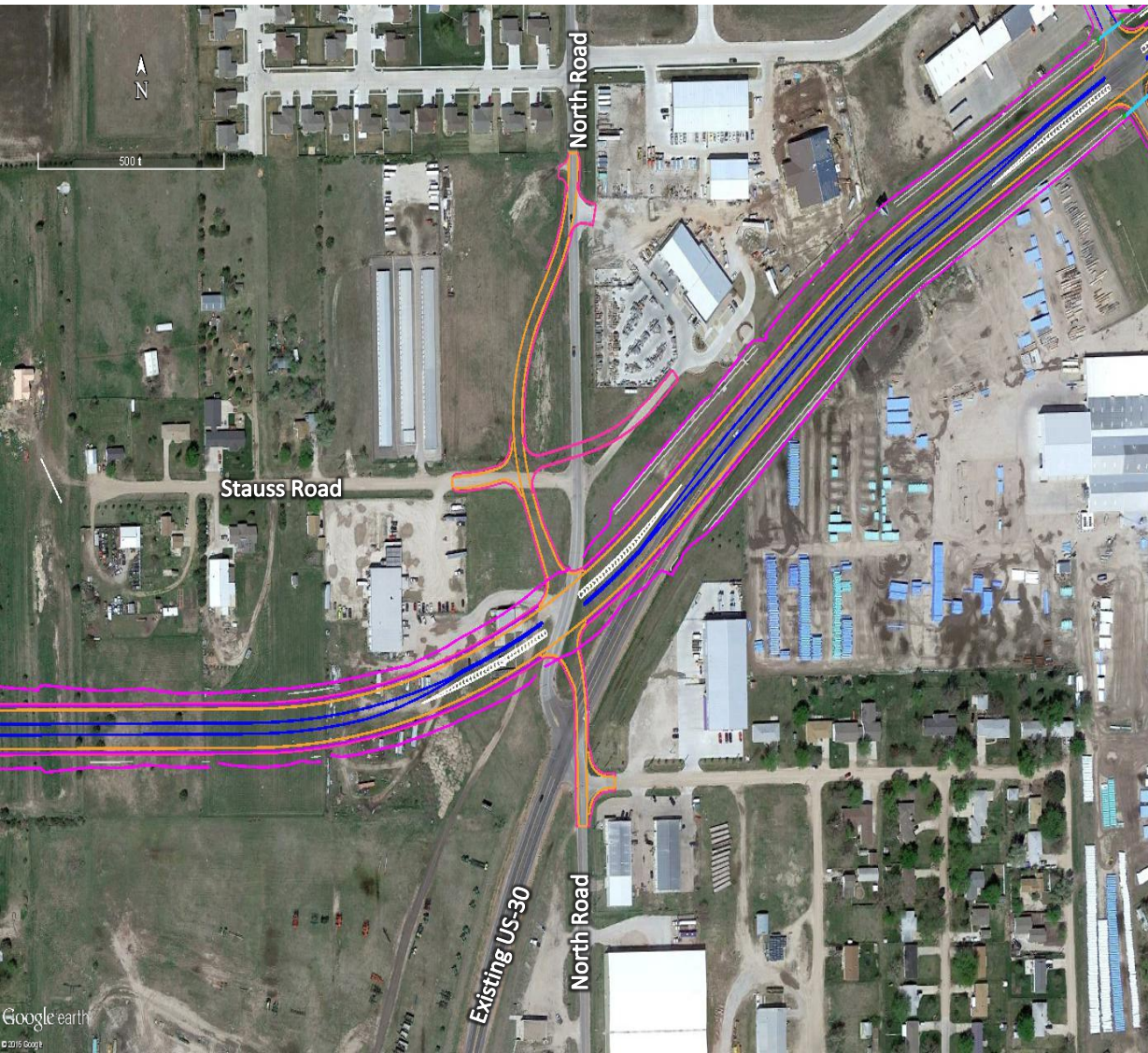
- Revised alignment following public meeting to address comments.
- Alignment shifted slightly to minimize impacts to properties.
- Changes were made to the following intersections:
 - Claude Road
 - North Road / Stauss Road
 - Stolley Park Road
 - Monitor Road

Changes to Claude Rd Intersection



- US-30 median to remain open to left turns from the highway.
- Right turn only from Claude Road.

Changes to North Road / Stauss Road



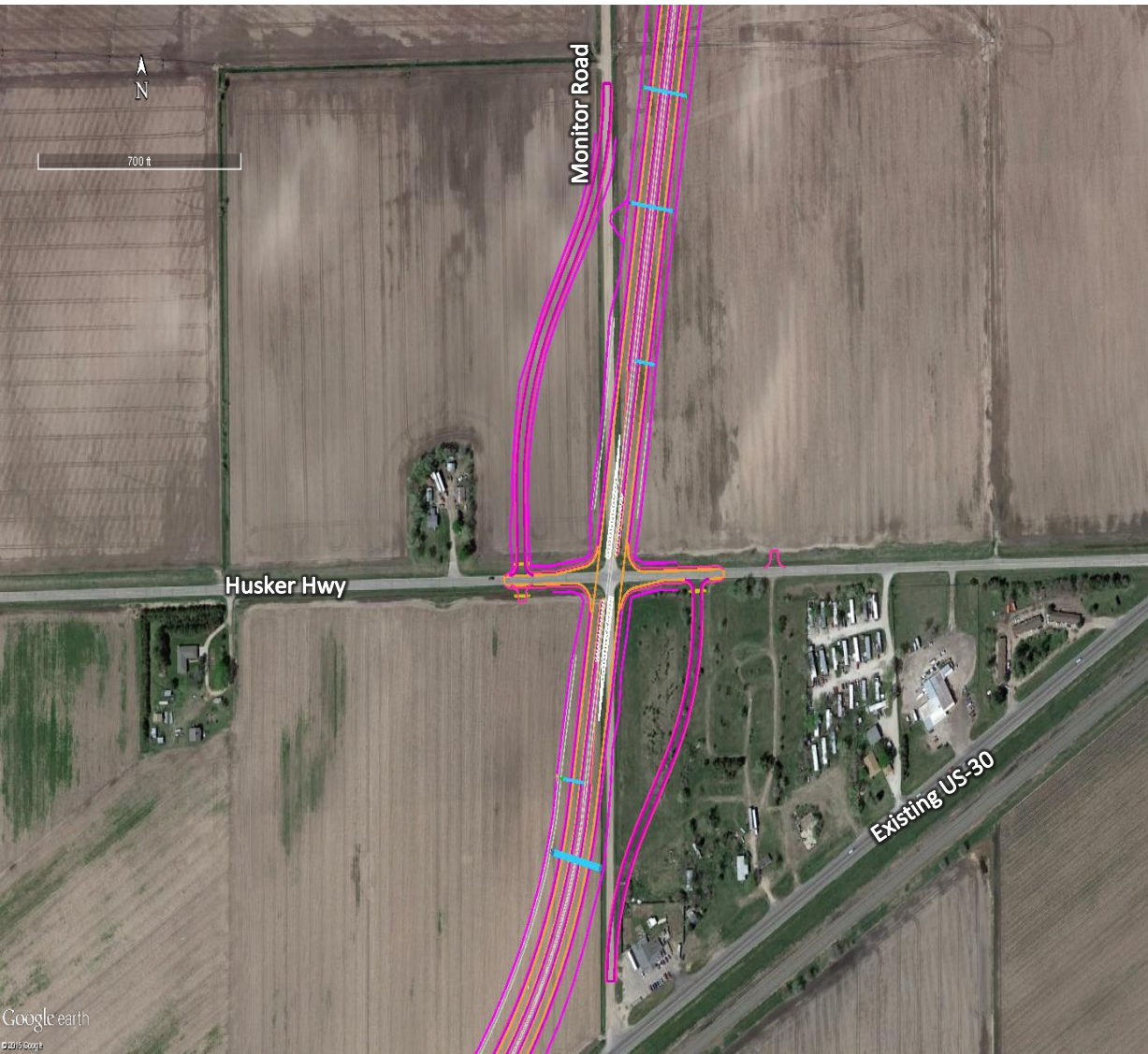
- US-30 alignment shifted south & aligned with property line.
- Stauss Road re-alignment no longer required. Intersection between Stauss and North Rd. squared up providing greater safety for traveling public.
- Impacts to local businesses were minimized.

Changes to Stolley Park Rd Intersection



- Stolley Park Road Intersection with US-30 shifted west.
- Re-alignment of Stolley Park Road no longer necessary. Intersection between Stolley Park Road and proposed US-30 squared up providing greater safety for traveling public.

Changes to Monitor Rd



- South connection from Monitor Road to Husker Highway added.
- No change to Husker Highway /US-30 intersection.