



Hall County Regional Planning Commission

Wednesday, June 7, 2017
Regular Meeting Packet

Commission Members:

Judd Allan	Hall County	
John Hoggatt	Grand Island	
Derek Apfel	Grand Island	
Hector Rubio	Grand Island	
Leonard Rainforth	Hall County	
Carla Maurer	Doniphan	
Dean Kjar	Wood River	
Dean Sears	Grand Island	
Jaye Monter	Cairo	Vice Chairperson
Pat O'Neill	Hall County	Chairperson
Greg Robb	Hall County	
Leslie Ruge	Alda	Secretary

Regional Planning Director: Chad Nabity

Planning Technician:
Edwin Maslonka

Administrative Assistant:
Tracy Gartner

6:00 PM
City Hall

Call to Order

Roll Call

A - SUBMITTAL OF REQUESTS FOR FUTURE ITEMS

Individuals who have appropriate items for City Council consideration should complete the Request for Future Agenda Items form located at the Information Booth. If the issue can be handled administratively without Council action, notification will be provided. If the item is scheduled for a meeting or study session, notification of the date will be given.

B - RESERVE TIME TO SPEAK ON AGENDA ITEMS

This is an opportunity for individuals wishing to provide input on any of tonight's agenda items to reserve time to speak. Please come forward, state your name and address, and the Agenda topic on which you will be speaking.

DIRECTOR COMMUNICATION

This is an opportunity for the Director to comment on current events, activities, and issues of interest to the commission.



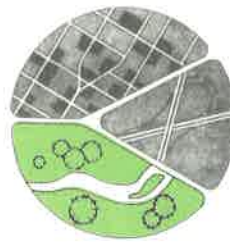
Hall County Regional Planning Commission

Wednesday, June 7, 2017
Regular Meeting

Item A1

Agenda 6-7-17

Staff Contact: Chad Nabity



THE REGIONAL PLANNING COMMISSION of Hall
County, Grand Island, Wood River and the Villages
of Alda, Cairo and Doniphan, Nebraska

AGENDA AND NOTICE OF MEETING
Wednesday June 7, 2017
6:00 p.m.
City Hall Council Chambers — Grand Island

1. Call to Order.

This is a public meeting subject to the open meetings laws of the State of Nebraska. The requirements for an open meeting are posted on the wall in this room and anyone who would like to find out what those are is welcome to read through them.

The Planning Commission may vote to go into Closed Session on any Agenda Item as allowed by State Law.

The Commission will discuss and may take action on any item listed on this agenda.

The order of items on the agenda may be reorganized by the Chair to facilitate the flow of the meeting to better accommodate the public.

2. Minutes of May 3, 2017.

3. Request Time to Speak.

4. Public Hearing – One and Six Year Road Plan – Hall County – Public hearing and action on Hall County's 2018 to 2023 road improvement plan. (C-18-2017HC)

5. Public Hearing – Redevelopment Plan – Grand Island – Concerning an amendment to the redevelopment plan for CRA Area 1 for a Site Specific Redevelopment Plan of the Hedde Building at 201-205 W. Third, Grand Island, Hall County, Nebraska. (C-19-2017GI)

6. Public Hearing – Redevelopment Plan – Cairo – Concerning a Site Specific Redevelopment Plan for the Village of Cairo for the HOMS LLC duplex project on Lots 4, 5, 6, and 7 of Robinson Estates Subdivision in the Village of Cairo, Hall County, Nebraska. (C-20-2017C)

7. **Final Plat – Lueck Estates Subdivision** – located north of Rosedale Road and west of Buffalo Road, Hall County, Nebraska. (1 lot and 1.310 acres)
8. **Review of Complete Streets Policy.** (C-22-2017)
9. **Hall County Zoning Review Committee Report.** (C-06-2017HC)
10. **Director's Report.**
11. **Next Meeting July 5, 2017.**
12. **Adjourn.**

PLEASE NOTE: This meeting is open to the public, and a current agenda is on file at the office of the Regional Planning Commission, located on the second floor of City Hall in Grand Island, Nebraska.

**Staff Recommendation Summary
For Regional Planning Commission Meeting
June 7, 2017**

- 4. Public Hearing – One and Six Year Road Plan – Hall County** – Public hearing and action on Hall County's 2018 to 2023 road improvement plan. Hall County Engineer Steve Riehle will present the plan. A motion is in order. (C-18-2017HC) (Hearing, Discussion, Action)
- 5. Public Hearing – Redevelopment Plan – Grand Island** – Concerning an amendment to the redevelopment plan for CRA Area 1 for a Site Specific Redevelopment Plan of the Hedde Building at 201-205 W. Third, Grand Island, Hall County, Nebraska. Hedde Building LLC, owned by Amos Anson and Tom and Sue Pirnie, have plans to redevelop the downtown building into commercial space in the basement and main floor and 16 one-bedroom apartments on the second and third floors. A motion to approve Resolution No. 2017-09 is in order. (C-19-2017GI) (Hearing, Discussion, Action)
- 6. Public Hearing – Redevelopment Plan – Cairo** – Concerning a Site Specific Redevelopment Plan for the Village of Cairo for the HOMES LLC duplex project on Lots 4, 5, 6, and 7 of Robinson Estates Subdivision in the Village of Cairo, Hall County, Nebraska. A motion to approve Resolution No. 2017-10 is in order. (C-20-2017C) (Hearing, Discussion, Action)
- 7. Final Plat – Lueck Estates Subdivision** – located north of Rosedale Road and west of Buffalo Road, Hall County, Nebraska. (1 lot and 1.310 acres) (Discussion and Action)
- 8. Review of Complete Streets Policy** – Presentation by Nabity on proposed Complete Streets Policy. (Information, Discussion)



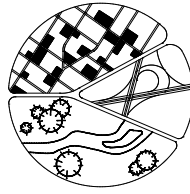
Hall County Regional Planning Commission

Wednesday, June 7, 2017
Regular Meeting

Item E1

Minutes 5-3-17

Staff Contact: Chad Nabity



THE REGIONAL PLANNING COMMISSION OF HALL COUNTY, GRAND ISLAND,
WOOD RIVER AND THE VILLAGES OF ALDA, CAIRO, AND DONIPHAN,
NEBRASKA

Minutes
for
May 3, 2017

The meeting of the Regional Planning Commission was held Wednesday, May 3, 2017, in the Council Chambers - City Hall – Grand Island, Nebraska. Notice of this meeting appeared in the "Grand Island Independent" on April 22, 2017.

Present: Pat O'Neill Jaye Monter
 Les Ruge Carla Maurer
 Dean Kjar Greg Robb
 Leonard Rainforth

Absent: Dean Sears, Derek Apfel, Hector Rubio, John Hoggatt, Judd Allan

Other: Hall County Supervisors Karen Bredthauer, Grand Island City
 Councilman Mitch Nickerson.

Staff: Chad Nabity, Tracy Overstreet Gartner.

Press: Austin Koeller, Grand Island Independent.

1. Call to order.

Chairman O'Neill called the meeting to order at 6:00 p.m.

O'Neill stated that this was a public meeting subject to the open meetings laws of the State of Nebraska. He noted that the requirements for an open meeting are posted on the wall in the room and easily accessible to anyone who may be interested in reading them.

O'Neill also noted the Planning Commission may vote to go into Closed Session on any agenda item as allowed by State Law.

The Commission will discuss and may take action on any item listed on this agenda.

The order of items on the agenda may be reorganized by the Chair to facilitate the flow of the meeting to better accommodate the public.

O'Neill announced that the agenda would be addressed in the following order of items: 5, 7, 4, 6, 8, 9, 10, 11, 12, 13.

2. Minutes of the April 5, 2017 meeting.

A motion was made by Rainforth and seconded by Ruge to approve the minutes of the April 5, 2017 meeting.

The motion carried with seven members in favor (O'Neill, Ruge, Maurer, Robb, Monter, Rainforth and Kjar) and no members voting no or abstaining.

3. Request Time to Speak.

Marty Schmidt, 4075 Lee St. Item 5; Joe J. Johnson, Olsson Associates, Item 6; Steve Riehle, Hall County Public Works, Item 8.

4. Public Hearing – Blight and Substandard Study – Grand Island – Concerning a blight and substandard study for Area 23 comprising 1.25 acres on Lots 1, 2 and 3 of Memorial Place Subdivision located south of Memorial Drive and east of Vine Street in the City of Grand Island, Nebraska. (C-14-2017GI)

O'Neill opened the public hearing.

Nabity said this area was subdivided into three lots in 2006. Two lots were already developed and the third has not been developed due to the high cost of extending sewer and water to the lot. Nabity said the owner, Tim Plate, will likely bring a request forward for tax-increment financing to extend water and sewer to this lot if the blight and substandard study is approved. Nabity said the area qualifies because of the age of the structures.

O'Neill closed the public hearing.

A motion was made by Ruge and seconded by Kjar to recommend approval of the blight and substandard study and Resolution No. 2017-07.

The motion carried with seven members in favor (O'Neill, Ruge, Maurer, Robb, Monter, Rainforth and Kjar) and no members voting no or abstaining.

5. Public Hearing – Rezone – Grand Island – A request to rezone all of Lot 10 in the Northview Ninth Subdivision, known as 4072 and 4074 North Point Circle, from RO Residential Office Zone to B-2 General Business Zone in the City of Grand Island, Hall County, Nebraska. (C-15-2017GI)

O'Neill opened the public hearing.

Nabity said owner Rob Riedy has constructed duplexes in this area and would like to build additional garages for the duplexes on this lot because there is a demand for garages and the lot is odd-shaped and not as conducive to construction of a duplex. The RO Residential Office zone does not allow for self-storage and garages, but B2 General Business does. The B2 General Business zone already exists immediately to the east of this lot. The request is to extend the B2 to include this lot.

Marty Schmidt, 4075 Lee St., told the commission that he objects to the rezoning because B2 now would allow for other uses in the future other than garages. Schmidt said he owns a self-storage unit and if the garages were used in that way they would likely attract trash. He doesn't think a lot full of garages, or a lot that was zoned to be used for a convenience store, outdoor vehicle storage or other business use in the future, matches the neighborhood and his \$500,000 home.

O'Neill closed the public hearing.

A motion was made by Ruge and seconded by Monter to recommend **denial** of the rezoning. Ruge said there appears to be adequate B2 zoned land already in the area, the rezoning of this lot is not necessary, and a neighbor who testified was against the rezoning. O'Neill added that the rezoning would change the character of the neighborhood.

The **motion to deny** carried with seven members in favor (O'Neill, Ruge, Maurer, Robb, Monter, Rainforth and Kjar) and no members voting no or abstaining.

6. Public Hearing – Blight and Substandard Study - Cairo – Concerning a blight and substandard study for the entire Village of Cairo, incorporating areas that have been previously declared blighted and substandard in the Village of Cairo, Hall County, Nebraska. (C-16-2017C)

O'Neill opened the public hearing.

Nabity and Consultant Joe Johnson from Olsson Associates presented the blight study. Johnson said this supplements the previous blight studies in Cairo. Nabity said if this final study is accepted, the entire Village of Cairo would be declared blighted and substandard. Nebraska state law allows villages to be 100 percent blighted and substandard for redevelopment purposes, Nabity said.

O'Neill closed the public hearing.

A motion was made by Robb and seconded by Maurer to approve the blight and substandard study for the Village of Cairo and Resolution No. 2017-08.

The motion carried with seven members in favor (O'Neill, Ruge, Maurer, Robb, Monter, Rainforth and Kjar) and no members voting no or abstaining.

7. Final Plat – Wilson's Second Subdivision– located south of Airport Road and east of

St. Paul Road and the Union Pacific Railroad tracks, in the City of Grand Island, Hall County, Nebraska. (2 lots and 11.98 acres)

A motion was made by Ruge and seconded by Kjar to approve the final plat of Wilson's Second Subdivision.

The motion carried with seven members in favor (O'Neill, Ruge, Maurer, Robb, Monter, Rainforth and Kjar) and no members voting no or abstaining.

Maurer left the meeting at 6:20 p.m. and the remaining items were presented as an informational study session as the commission no longer had a quorum.

8. Report on Grand Island Northwest Bridge Replacement Project (Project Number BRO-7040(25); Control Number 42322) – Hall County Engineer Steve Riehle. (C-17-2017HC)

Riehle said the 1935 pony truss bridge on Monitor Road just south of White Cloud Road will be replaced with a concrete-cast-in-place-slab bridge as part of a Federal Aid Project. He called the new 102-foot-long bridge a "Cadillac" with a price tag of about \$856,000. In response to questions, Riehle said the new bridge will be 30-feet wide to accommodate farm trucks. Riehle said the current bridge is deficient and is posted for 9 ton capacity only – meaning only empty trucks should be crossing it. Construction is planned for Fall 2018 with the new bridge being open to traffic in Summer 2019. Public comment is open through May 17, 2017.

9. R-5 Zoning District Presentation - Amos Anson – Developer Amos Anson gave a half-hour presentation on a proposed R-5 residential housing district to allow for homes to be built on smaller, more affordable lots. Current residential lots cost about \$35,000 each. Anson said by reducing lot width and some setbacks, that price could be reduced to \$22,000 to \$28,000 per lot. He presented a concept for R5 which would allow for a 24 foot wide residential lot, instead of the 50 foot wide lot now allowed as the minimum width under R2 and R3 regs. R2 requires a 25 foot front yard setback, a 20 foot back yard setback and a 5 feet side yard setback. It allows for 35 percent coverage, which equates to a 2,100 square foot house on the smallest possible lot. R3 requires 20 foot front yard setback, 15 feet back yard setback and 5 feet side yard setback. R3 allows for 50 percent coverage which equates to a 3,000 square foot house on the smallest possible lot. By going to R5 with the 24-foot wide minimum wide and keeping a 15 to 20 feet front yard setback, 15 feet back yard setback and a 5 feet side yard setback and 50 percent coverage, a 1,500 square feet house could be built on the smallest possible lot. Anson said everything basically stays the same except that the minimum lot square footage drops from 6,000 to 3,000 with the minimum width dropping from 50 feet to 24 feet. Anson showed a proposed Habitat housing project on land off of Capital Avenue near the Nebraska Central Railroad tracks. He showed how 17 homes could be built there under current regs, or 22 homes under 24-foot wide lots. By reducing street width from the standard 37 feet down to 26 feet with no parking on the street, a total of 28 lots could be built. Anson showed a design that had an interior community parking lot along with driveway parking for the homes. With 28 lots, Anson said the lot price would be \$22,024. Besides reducing the construction costs by

lowering the lot fee, Anson said the additional lots increasing the tax revenue by nearly \$10,000 more a year (from \$1,979 on 17 lots to \$1,979 on 22 lots). A brand new, smaller home could more energy efficient than an older home, Anson said. He also stated that Grand Island has 207 homes of 600 or less square feet already and 4,797 that total between 600 and 1,100 square feet. Many of those homes were World War II vintage. Anson said he would like to build three sizes of homes in the proposed Habitat development – a 24-by-24 home, a 24-by-32 home and a 24-by-40 home. Robb said he was concerned about the lack of parking. O'Neill said he likes the concept of more affordable, efficient housing, but thinks the parking issue will be a hard sell. Nabity said smaller lots are seen in Lincoln and Omaha. Grand Island also allows for residential housing on a 30 foot wide lot in the B2 district. Ruge wondered if the small homes would appraise out for loans. Anson said he's checked with underwriters and there doesn't appear to be a problem since the homes are single-family.

10. Hall County Zoning Review Committee Report - Nabity reported that the committee met just prior to the Regional Planning Commission meeting. Letters regarding the livestock regulation discussion have been received and more are expected. Comments will be accepted for another 30 days as the committee continues its review, Nabity said. Meantime, the Hall County Board of Supervisors is moving forward with a public hearing on the Livestock Friendly County designation. That hearing will be held at 9:30 a.m. Tuesday, May 16 at the supervisors' board room.

11. Director's Report – Nabity reported that he will be attending the American Planning Association Conference in New York City.

12. Next Meeting June 7, 2017.

13. Adjourn

O'Neill adjourned the meeting at 7:04 p.m.

Leslie Ruge, Secretary
By Tracy Overstreet Gartner



Hall County Regional Planning Commission

**Wednesday, June 7, 2017
Regular Meeting**

Item F1

One and Six Year Road Plan-Hall County

Staff Contact: Chad Nabity



2017-2018

ONE AND SIX YEAR

ROAD PROGRAM

HALL COUNTY,
NEBRASKA

Board of Public Roads Classifications and Standards Form 8 Summary of One-Year Plan

Year Ending: Fiscal year end June 30, 2018

Sheet 1 of 1

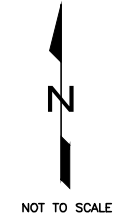
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Year Ending: Fiscal Year End June 30, 2017

HALL						
PROJECT NUMBER	LENGTH <i>(Nearest Tenth)</i>	UNIT OF MEASURE	PROJECTED COST <i>(Thousands)</i>	CONTRACT PROJECT	OWN FORCES	DATE COMPLETED <i>(Actual or Estimated)</i>
C40(333)	0.5	MILE	250	X		12/2016
C40(373)	0.1	MILE	150	x	X	Delay 1 year
C40(388)	0.5	MILE	250		X	06/2017
C40(448)	1.0	MILE	50		X	11/2016
C40(449)	2.0	MILE	100		X	Delay 1 year
C40(450)	2.0	MILE	100		X	Delay 1 year
C40(451)	0.1	MILE	25		X	06/2017
C40(452)	0.1	MILE	25		X	06/2017
C40(453)	1.3	MILE	176	X		11/2016
C40(454)	1.0	MILE	100	X		11/2016
C40(455)	0.5	MILE	50	X		11/2016
C40(456)	2.9	MILE	247	X		11/2016
		TOTAL	1523			

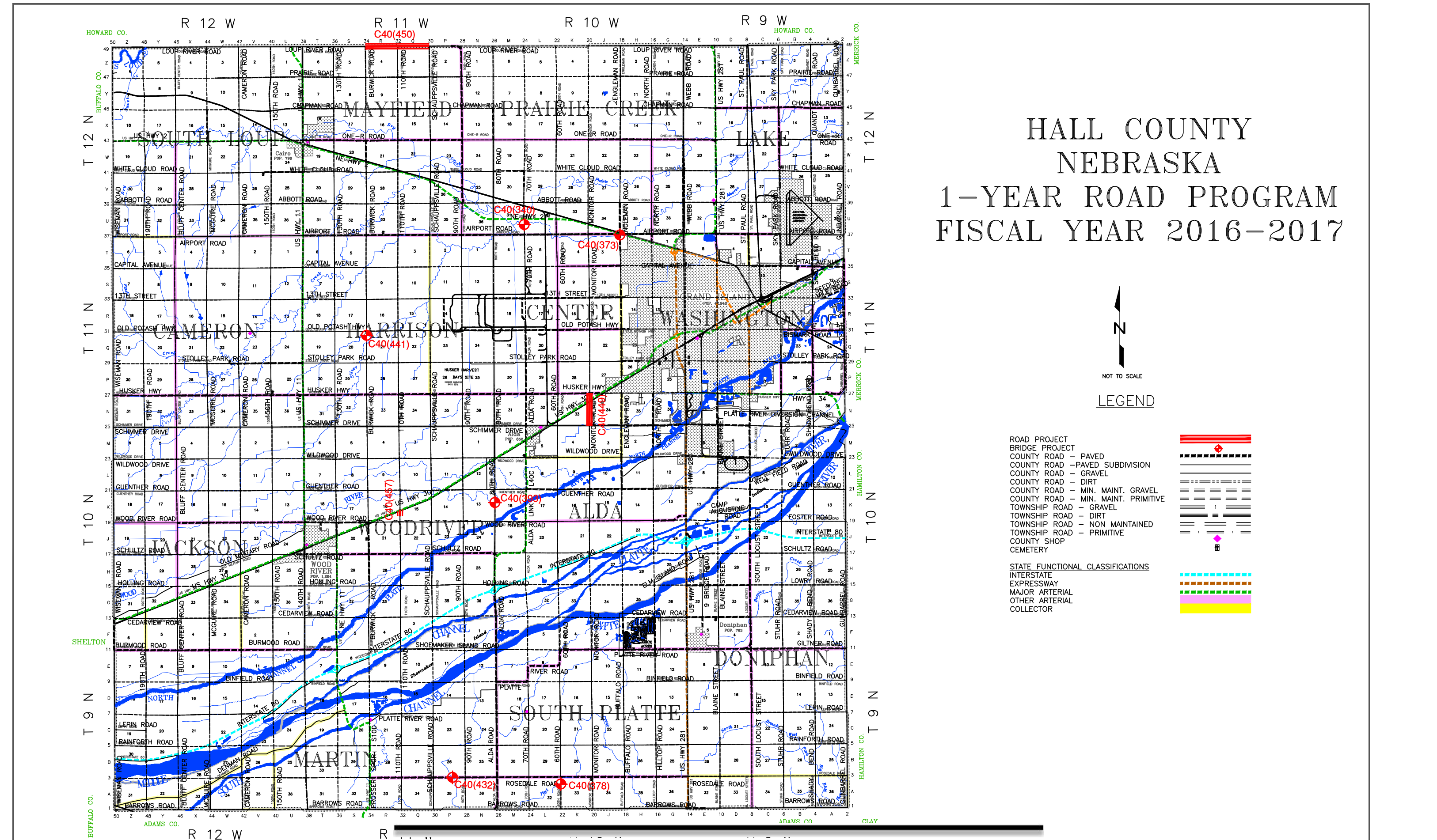
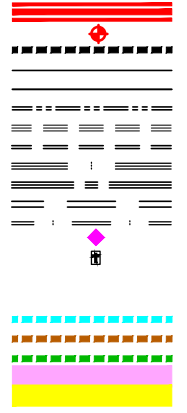
Signature: _____
Title: Hall County Supervisor _____
Date: May 23, 2017

HALL COUNTY NEBRASKA 1-YEAR ROAD PROGRAM FISCAL YEAR 2016-2017



LEGEND

- ROAD PROJECT
BRIDGE PROJECT
COUNTY ROAD - PAVED
COUNTY ROAD - PAVED SUBDIVISION
COUNTY ROAD - GRAVEL
COUNTY ROAD - DIRT
COUNTY ROAD - MIN. MAINT. GRAVEL
COUNTY ROAD - MIN. MAINT. PRIMITIVE
TOWNSHIP ROAD - GRAVEL
TOWNSHIP ROAD - DIRT
TOWNSHIP ROAD - NON MAINTAINED
TOWNSHIP ROAD - PRIMITIVE
COUNTY SHOP
CEMETERY
- STATE FUNCTIONAL CLASSIFICATIONS
INTERSTATE
EXPRESSWAY
MAJOR ARTERIAL
OTHER ARTERIAL
COLLECTOR



Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C40 - Hall County	City:	Village:																
Location Description: On 70 th Road between Highway 2 and Airport Road; Between Section 31 & 32, T-12-N, R-10-W of the 6 th P.M., Hall County, NE 70 th Road 24U3																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel and timber Bridge																		
Average Daily Traffic: 2008 = 56, 2028 = 100		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Table 2-001.03J	Surfacing	Thickness: 3" Width: 24'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
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<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: 84" Length: 38' Type: Triple CMP																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace existing 20' x 28' timber bridge with Triple 84" X 38' CMP's with Headwalls & wingwalls Bridge built in 1970 NDOR Structure Number C004022715																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
	47		47			94												
Project Length: (Nearest Tenth, State Unit of Measure) 0.1 mile			Project No.: C40(340)															

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: Intersection of Engleman Road, Airport Road and Nebr. State Hwy. No. 2. NW 1/4 of Section 2, T 11 N, R 10 W County Bridge No. 18-T-9 County mile: 18T, 37J, & 37H																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Asphalt and Steel Girder Bridge																		
Average Daily Traffic: 2008 = 1000, 2028 = 1500		Classification Type: (As shown on Functional Classification Map) NFC: Rural Minor Collector, SFC: Collector																
PROPOSED IMPROVEMENT																		
Design Standard Number: Table 2-001.03i	Surfacing	Thickness: 6" Width: 24'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
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<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: 12' Rise: 10' Length: 48'	Type: Concrete Box																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace 25.5' X 50' Steel Girder Bridge with concrete box culvert. Reconstruct south intersection of Engleman Road and Airport Road with Nebr. State Hwy. No. 2 to improve angle of the approach and raise Engleman Road grade to accommodate Central Platte NRD drainage project for Silver Creek. Bridge built in 1972. NDOR Structure Number C004013311																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
	100				50	150												
Project Length: (Nearest Tenth, State Unit of Measure) 0.1 Mile				Project No.: C40(373)														

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: 60 th Road between Barrows Road and Rosedale Road, 0.7 miles north of the SE Corner of Section 32, T-9-N, R-10-W County Mile: 22A7																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel, steel bridge																		
Average Daily Traffic: 2008 = 35, 2008 = 55		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Table 2-001.03J	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td>.....</td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td>.....</td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td>.....</td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30'	Length: Type: 30' Conc Precast Panel																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace steel girder bridge with 30' long X 30' clear road width concrete precast panel bridge. Bridge built in 1968. NDOR Structure Number C004002903																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
	85					85												
Project Length: (Nearest Tenth, State Unit of Measure) 0.1 mile				Project No.: C40(378)														

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: 80 th Road between Wood River Road and Guenther Road. 0.6 mile North of SE Corner. Section 13. T-10-N. R-11-W County Mile: 26K6																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel, 30' steel Girder Bridge																		
Average Daily Traffic: 2008 = 55, 2028 = 75		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Table 2-0001.03J	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input checked="" type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input checked="" type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input checked="" type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30'	Length: 81 Type: Conc Precast Panell																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace steel grider bridge. Bridge is 14'8" wide 55' long. NDOR Structure Number C004002530 Bridge built in 1932																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 250	★ CITY																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 250																
Project Length: (Nearest Tenth, State Unit of Measure) 0.1 mile		Project No.: C40(393)																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: Rosedale Road between Sections 26 and 35, T-9-N, R-11-W between 90 th Road and Schauppsville Road County Bridge No. 3P5																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Asphalt, 3' x 5' x 24' CBC																		
Average Daily Traffic: 2014 = 300, 2034 = 500		Classification Type: (As shown on Functional Classification Map) SFC: Other Arterial, NFC: Rural Major Collector																
PROPOSED IMPROVEMENT																		
Design Standard Number: Table 2-001.03H	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: 5' Rise: 3' Length: 40'	Type: CBC																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Add on to 3' rise x 5' span x 24' long Concrete Box Culvert to meet Horizontal Clear Zone standards.																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 15	★ CITY																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 15																
Project Length: (Nearest Tenth, State Unit of Measure) 0.1		Project No.: C40(432)																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: Burwick Road between Stolley Park Road and Old Potash Highway. Located between Sections 20 and 21 of Township 11 North, Range 11 West, Hall County, Nebraska County mile no. 34Q8																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Existing surface is a gravel local road on a section line with an existing 20' wood bridge built in 1928.																		
Average Daily Traffic: 2015 = 50, 2035 = 75		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Table 2-001.03J	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length:	Type:																
Culvert	Diameter: 66"	Length: 38' Type: CMP's																
Bridges and Culverts Sized	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace 20' Wood Bridge built in 1928 with triple 66" X 38' CMP's with CMP headwalls. Bridge built in 1928 and rehabilitated in 1953.																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 35	★ CITY																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 35																
Project Length: (Nearest Tenth, State Unit of Measure) 0.1		Project No.: C40(441)																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: Monitor Road between Schimmer Drive and Stolley Park Road, between Section 33 and Section 34, T-11-N, R-10-W and between Section 27 and Section 28, T-11-N, R-10-W, Hall County, NE Mile 20N & 20P																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel and culverts																		
Average Daily Traffic: 2016 = 150, 2036 = 250		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Table 2-001.03J	Surfacing	Thickness: 3" Gravel																
Width: 20'																		
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																		
Other Construction Features: Roadway Grading																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;">ESTIMATED COST (in Thousands)</th> <th style="width: 15%;">★ COUNTY</th> <th style="width: 15%;">★ CITY</th> <th style="width: 15%;">★ STATE</th> <th style="width: 15%;">★ FEDERAL</th> <th style="width: 15%;">★ OTHER</th> <th style="width: 15%;">TOTAL</th> </tr> <tr> <td>★ OPTIONAL</td> <td style="text-align: center;">50</td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">50</td> </tr> </table>			ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL	50					50		
ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
★ OPTIONAL	50					50												
Project Length: (Nearest Tenth, State Unit of Measure) 1.0 mile																		
Project No.: C40(449)																		
Signature: _____ Title: _____ Date: _____																		

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project


County: C-40 Hall County	City:	Village:																
Location Description: Loup River Road between Schauppsville Road and Burwick Road, between the NW corner of Section 4, T-12-N, R-11-W and the NE corner of Section 3, T-12-N, R-11-W, Hall County, NE Mile 49Q and 49R																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel and Culverts																		
Average Daily Traffic: 2016 = 150, 2036 = 200		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Table 2-001.03J	Surfacing	Thickness: 3" Gravel																
Width: 20'																		
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length:	Type:																
Culvert	Diameter: Length:	Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Roadway Grading																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;">ESTIMATED COST (in Thousands) ★ OPTIONAL</th> <th style="width: 15%;">★ COUNTY</th> <th style="width: 15%;">★ CITY</th> <th style="width: 15%;">★ STATE</th> <th style="width: 15%;">★ FEDERAL</th> <th style="width: 15%;">★ OTHER</th> <th style="width: 15%;">TOTAL</th> </tr> <tr> <td></td> <td>100</td> <td></td> <td></td> <td></td> <td></td> <td>100</td> </tr> </table>			ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL		100					100		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
	100					100												
Project Length: (Nearest Tenth, State Unit of Measure) 2.0 miles		Project No.: C40(450)																
Signature:		Date:																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

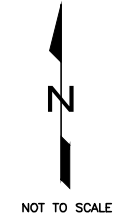
County: C-40 Hall County	City:	Village:																
Location Description: On 110th Road south of US Hwy 30 (from the Union Pacific Railroad tracks south for approximately 300 feet) between Sections 15 & 16 of T-10-N, R-11-W in Hall County, Nebraska.																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel and Culverts																		
Average Daily Traffic: 2017 = 32, 2027 = 50		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: Table 2-001.03J	Surfacing	Thickness: 3" Width: 20'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Raise county road grade approaching the Union Pacific Railroad Tracks to improve sight distance and crossing safety. County mile no. 32K																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
	1		9			10												
Project Length: (Nearest Tenth, State Unit of Measure) 300 feet			Project No.: C40(457)															

Board of Public Roads Classifications and Standards
Form 9 Summary of Six-Year Plan
Six-Year Period Ending: June 30, 2023

Sheet 1 of 1

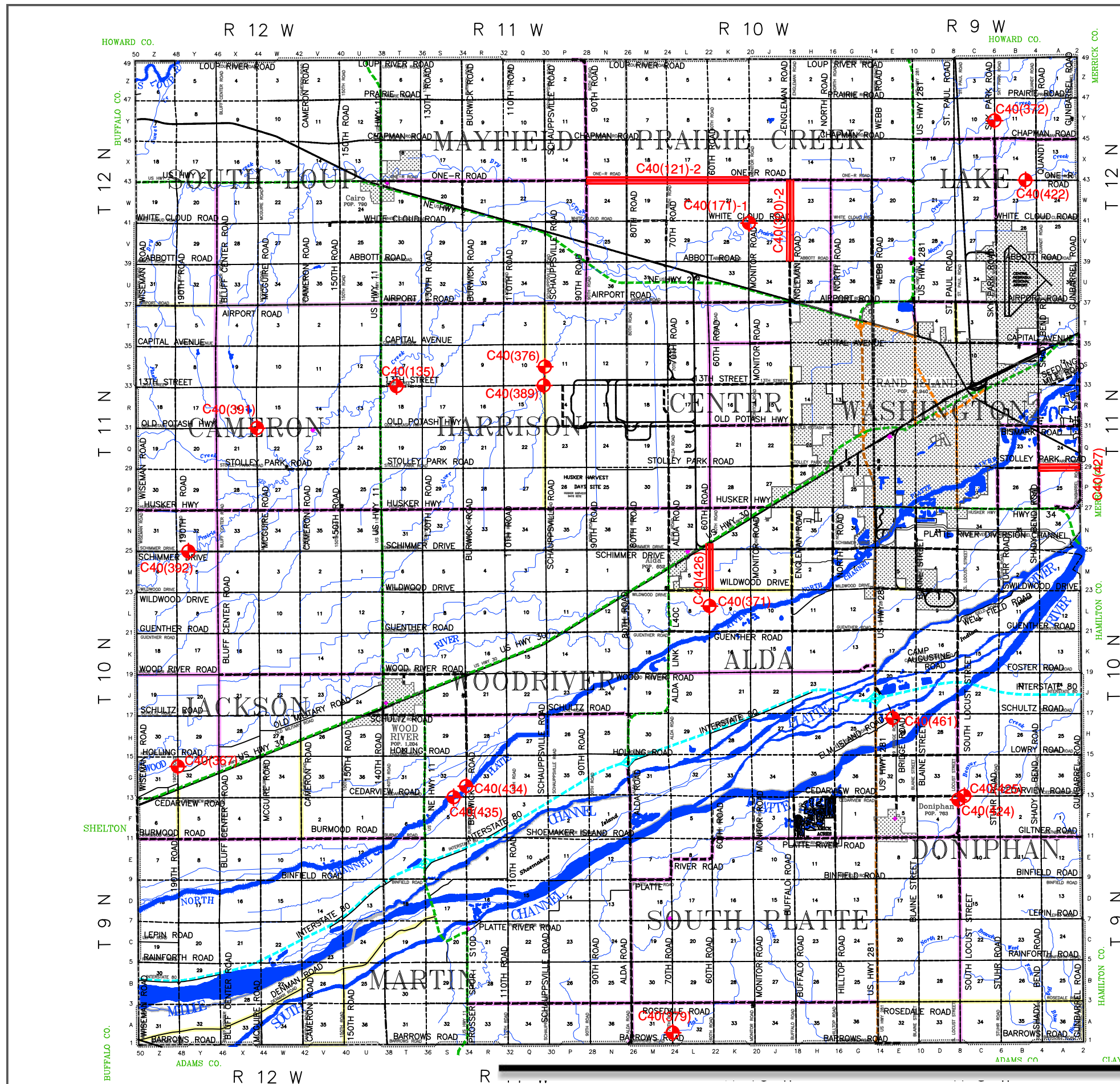
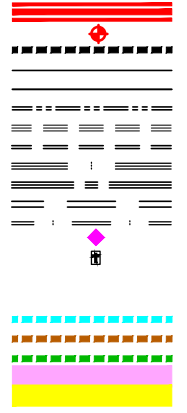
County: C40 - Hall County		City:		Village:	
PRIORITY NUMBER	PROJECT NUMBER	LENGTH (Nearest Tenth)	UNIT OF MEASURE	ESTIMATED COST (Thousands)	REMARKS
1	C40(121)-2	4.0	MILE	1,100	PAVING-LOCAL
2	C40(135)	0.25	MILE	150	BRIDGE-LOCAL
3	C40(171)-1	0.1	MILE	276	BRIDGE-FED AID
4	C40(300)-2	2.0	MILE	550	PAVING-LOCAL
5	C40(367)	0.1	MILE	150	BRIDGE - LOCAL
6	C40(371)	0.1	MILE	200	BRIDGE - LOCAL
7	C40(372)	0.1	MILE	125	BRIDGE - LOCAL
8	C40(376)	0.1	MILE	100	BRIDGE - LOCAL
9	C40(379)	0.1	MILE	85	BRIDGE - LOCAL
10	C40(389)	0.1	MILE	85	BRIDGE - LOCAL
11	C40(391)	0.1	MILE	200	BRIDGE - LOCAL
12	C40(392)	0.1	MILE	300	BRIDGE - LOCAL
13	C40(419)	0.1	MILE	30	DELETED
14	C40(422)	0.1	MILE	50	CONC BOX-LOCAL
15	C40(424)	0.1	MILE	30	CONC BOX-LOCAL
16	C40(425)	0.1	MILE	30	CONC BOX-LOCAL
17	C40(426)	1.0	MILE	225	PAVING-LOCAL
18	C40(427)	1.0	MILE	225	PAVING-LOCAL
19	C40(429)	0.1	MILE	60	DELETED
20	C40(434)	0.1	MILE	100	BRIDGE-LOCAL
21	C40(435)	0.1	MILE	100	BRIDGE-LOCAL
22	C40(439)	0.75	MILE	150	DELETED
23	C40(461)	0.1	MILE	20	BRIDGE REHAB
			TOTAL	4341	
Signature: 		Title: Hall County Surveyor		Date: May 23, 2017	

HALL COUNTY
NEBRASKA
6-YEAR ROAD PROGRAM
FISCAL YEAR 2017-2023



LEGEND

- ROAD PROJECT
BRIDGE PROJECT
COUNTY ROAD - PAVED
COUNTY ROAD - PAVED SUBDIVISION
COUNTY ROAD - GRAVEL
COUNTY ROAD - DIRT
COUNTY ROAD - MIN. MAINT. GRAVEL
COUNTY ROAD - MIN. MAINT. PRIMITIVE
TOWNSHIP ROAD - GRAVEL
TOWNSHIP ROAD - DIRT
TOWNSHIP ROAD - NON MAINTAINED
TOWNSHIP ROAD - PRIMITIVE
COUNTY SHOP
CEMETERY
- STATE FUNCTIONAL CLASSIFICATIONS
INTERSTATE
EXPRESSWAY
MAJOR ARTERIAL
OTHER ARTERIAL
COLLECTOR



Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C40 - Hall County	City:	Village:																
Location Description: On an east and west road beginning at the southwest corner of Section 13, T-12-N, R-11-W; thence easterly 4.0 miles to the southwest corner of Section 15, T-12-N, R-10-W One-R Road 43K, L, M & N																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel and Culverts																		
Average Daily Traffic: 2013 = 175, 2033 = 350		Classification Type: (As shown on Functional Classification Map) Other Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: ROA-3	Surfacing	Thickness: 6" Width: 24.0																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length:	Type:																
Culvert	Diameter: Length:	Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: 5" x 24' Asphalt or 6" X 24' Concrete																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY																
	1,100																	
		★ STATE																
		★ FEDERAL																
		★ OTHER																
		TOTAL																
		1,100																
Project Length: (Nearest Tenth, State Unit of Measure) 4.0 miles		Project No.: C40(121)-2																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C40 - Hall County	City:	Village:																
Location Description: On an east and west road between Section 7 & 18, T-11-N, R-11-W of the 6 th P.M., Hall County, NE 13 th Street 33 T 6																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel and Bridge																		
Average Daily Traffic: 2008 = 45, 2028 = 90		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input checked="" type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input checked="" type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input checked="" type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30'	Length: 60' Type: Conc Slab																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace existing 16' x 40' truss bridge, channel change and straighten road																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY																
	150																	
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL																
		150																
Project Length: (Nearest Tenth, State Unit of Measure) 0.25 mile		Project No.: C40(135)																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C40 - Hall County	City:	Village:																
Location Description: On a north and south road between Section 27 & 28, T-12-N, R-10-W of the 6 th P.M., Hall County, NE Monitor Road 20 V 9																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Gravel and Bridge																		
Average Daily Traffic: 2008 = 25, 2028 = 45		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 0 Width: 0																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td>.....</td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td>.....</td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td>.....</td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30.0	Length: 100.0 ft. Type: Conc Slab																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace existing 16' x 46' truss bridge																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY 28	★ CITY 																
★ STATE 28	★ FEDERAL 220	★ OTHER 																
TOTAL 276																		
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 0.1 mile		Project No.: C40(171)-1																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C40 - Hall County	City:	Village:																
Location Description: On a north and south road beginning at the intersection of Engleman Road and Abbott Road; thence 2 miles north. Engleman Road 18 V & 18 W																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Gravel and bridge																		
Average Daily Traffic: 2013 = 200, 2033 = 400		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-1	Surfacing	Thickness: 6" Width: 24.0																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: 5" x 24' Asphalt or 6" X 24' Concrete																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY 550	★ CITY 																
	★ STATE 	★ FEDERAL 																
	★ OTHER 	TOTAL 550																
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 2.0 miles		Project No.: C40(300)-2																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: 190 th Road between Old Military Road and Holling Road. Section 32, T 10 N, R 12 W. County mile: 48G 08																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel and Thru Truss Bridge																		
Average Daily Traffic: 2008 = 75, 2028 = 175		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-2	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30'	Length: 60' Type: Conc. Slab																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace 61' thru truss bridge with 60' X 30' prestressed concrete slab bridge. C004000310																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 150	★ CITY																
		★ STATE																
		★ FEDERAL																
		★ OTHER																
		TOTAL 150																
Project Length: (Nearest Tenth, State Unit of Measure) 0.1 Mile		Project No.: C40(367)																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: 60 th Road between Wildwood Drive and Guenther Road. Section 9, T 10 N, R 10 W County mile: 22L 06																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Gravel and Thru Truss Bridge																		
Average Daily Traffic: 2008 = 55, 2028 = 75		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-2	Surfacing	Thickness: 2" Width: 20'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30'	Length: 70' Type: Conc. Slab																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace 71' thru truss bridge with 70' X 30' prestressed concrete slab bridge. C004012910																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY 200	★ CITY																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 200																
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 0.1 Mile		Project No.: C40(371)																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: Sky Park Road between Chapman Road and Prairie Road. Section 11, T 12 N, R 9 W. County mile: 6Y 05																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel and Thru Truss Bridge																		
Average Daily Traffic: 2008 = 55, 2028 = 75		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-2	Surfacing	Thickness: 2" Width: 20'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30'	Length: 50' Type: Conc. Slab																
Box Culvert	Span: Rise: Length:	Type:																
Culvert	Diameter: Length:	Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace 52' thru truss bridge with 50' X 30' prestressed concrete slab bridge. C004024325																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 125	★ CITY																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 125																
Project Length: (Nearest Tenth, State Unit of Measure) 0.1 Mile		Project No.: C40(372)																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: Schauppsville Road between Capital Avenue and 13 th Street. Section 11, T 11 N, R 11 W. County mile: 30S 04																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel and I-beam bridge																		
Average Daily Traffic: 2013 = 175, 2033 = 225		Classification Type: (As shown on Functional Classification Map) Collector																
PROPOSED IMPROVEMENT																		
Design Standard Number: RC-2	Surfacing	Thickness: 2" Width: 20'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30'	Length: 30' Type: Conc. Slab																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace 33' X 18.5' - 15" I-beam bridge with 30' X 30' prestressed concrete slab bridge. C004012115																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 100	★ CITY																
		★ STATE																
		★ FEDERAL																
		★ OTHER																
		TOTAL 100																
Project Length: (Nearest Tenth, State Unit of Measure) 0.1 Mile		Project No.: C40(376)																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: 70 th Road between Barrows Road and Rosedale Road. 0.3 miles North of SE Corner of Section 31, T-9-N, R-10-W. County Mile: 24A 03																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel, steel bridge																		
Average Daily Traffic: 2008 = 35, 2008 = 55		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30'	Length: 30' Type: Precast Conc. Slab																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace steel bridge with 30' X 30' precast concrete slab bridge. Bridge built in 1968. C004002703																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 85	★ CITY																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 85																
Project Length: (Nearest Tenth, State Unit of Measure) 0.1		Project No.: C40(379)																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: 13 th street between Schauppsville Road and 110 th Road 0.1 mile west of NE corner, Section 15, T-11-N, R-11-W. County Mile: 33Q1																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel and a 15" I Beam Bridge																		
Average Daily Traffic: 2012 = 60, 2032 = 80		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-2	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30'	Length: 30' Type: Precast Conc. Slab																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace 15" I beam bridge with 30' X 30' precast concrete slab bridge. C004001815 Bridge built in 1931																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 85	★ CITY																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 85																
Project Length: (Nearest Tenth, State Unit of Measure) 0.1		Project No.: C40(389)																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: Old Potash Highway between Cameron Road and McGuire Road. 0.9 mile west of the NE corner. Section 22. T-11-N. R-12-W. County Mile: 31W09																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel, concrete box I and beam bridge combination.																		
Average Daily Traffic: 2008 = 100, 2008 = 125		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL2	Surfacing	Thickness: 2" Width: 24'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input checked="" type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input checked="" type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input checked="" type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30'	Length: 42' Type: concrete steel																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace 41' concrete box and steel I beam combination bridge C004002005 Bridge built in 1928 and 1942																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 200	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL 200												
Project Length: (Nearest Tenth, State Unit of Measure) 0.1 mile				Project No.: C40(391)														

Board of Public Roads Classifications and Standards

Form 7 One- and Six-Year Plan

Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: Schimmer Drive between Bluff Center Road and 190 th Road. 0.7 mile west of NE corner section 5. T-10-N. R-12-W County Mile: 25Y07																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel, I Beam and timber combination bridge.																		
Average Daily Traffic: 2008 = 35, 2008 = 55		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input checked="" type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td>.....</td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input checked="" type="checkbox"/> Fencing</td> <td>.....</td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td>.....</td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input checked="" type="checkbox"/> Fencing	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input checked="" type="checkbox"/> Fencing															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30'	Length: 64' Type: concrete steel																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace 64' steel I beam and timber combination bridge. C004002605 Bridge built in 1941																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 300	★ CITY 	★ STATE 	★ FEDERAL 	★ OTHER 	TOTAL 300												
Project Length: (Nearest Tenth, State Unit of Measure) 0.1 mile			Project No.: C40(392)															

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: On an east and west road between Sections 14 and 23, T-12-N, R-9-W of the 6 th P.M., Hall County, Nebraska on One-R Road between Quandt Road and Sky Park Road. County Road 43B 03																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Existing 12' span by 6' rise concrete box culvert built in 1930 on a gravel road.																		
Average Daily Traffic: 2013 = 45, 2033 = 55		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: Gravel Width: 22'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Triple 8'	Rise: 5' Length: 36' Type: CBC																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace existing narrow concrete box culvert with Triple 8' X 5' X 36' precast concrete box sections																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 50	★ CITY																
		★ STATE																
		★ FEDERAL																
		★ OTHER																
		TOTAL 50																
Project Length: (Nearest Tenth, State Unit of Measure) 0.1		Project No.: C40(422)																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: South Locust Street, between Cedarview Road and Giltner Road, between Sections 3 and 4, T-9-N, R-9-W, Hall County, Nebraska County Mile: 8F 09																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Asphalt Road Surface Existing structure is 12' X 4' Concrete Box in good condition																		
Average Daily Traffic: 2013 = 1000, 2033 = 1500		Classification Type: (As shown on Functional Classification Map) Other Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: ROA-1	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:	Twin 6' 4' 48' Twin Conc. Box																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Addition of twin 6' X 4' X 48' precast concrete box culvert sections along side existing 12' X 4' Concrete Box Structure to increase drainage capacity.																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 30	★ CITY 0																
★ STATE 0	★ FEDERAL 0	★ OTHER 0																
TOTAL 30																		
Project Length: (Nearest Tenth, State Unit of Measure) 0.1		Project No.: C40(424)																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: Cedarview Road, between South Locust Street and Stuhr Road, on the north side of Section 3, T-9-N, R-9-W, Hall County, Nebraska County Mile: 13C 09																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Gravel Road Surface Existing structure is Twin 8' X 4' Concrete Box in good condition																		
Average Daily Traffic: 2013 = 100, 2033 = 150		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-2	Surfacing	Thickness: Width:																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input checked="" type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:	Twin 6' 4' 40' Twin Conc. Box																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Addition of twin 6' X 4' X 48' precast concrete box culvert sections along side existing Twin 8' X 4' Concrete Box Structure to increase drainage capacity.																		
ESTIMATED COST <i>(in Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
★ OPTIONAL	30					30												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 0.1				Project No.: C40(425)														

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: 60 th Road between Wildwood Drive and U.S. Hwy. No. 30. Section 4, T 10 N, R 10 W. County mile: 22M																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel and culverts																		
Average Daily Traffic: 2013 = 387, 2033 = 550		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-1	Surfacing	Thickness: 6" Width: 24'																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
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Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length:	Type:																
Culvert	Diameter: Length:	Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: 5" x 24' Asphalt or 6" X 24' Concrete.																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
	225					225												
Project Length: (Nearest Tenth, State Unit of Measure) 1.25 Miles				Project No.: C40(426)														

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C40 - Hall County	City:	Village:																		
Location Description: On Stolley Park Road between Shady Bend Road and Gunbarrel Road and along the north line of Section 25, T11-N-, R-9-W of the 6 th P.M., Hall County, NE Stolley Park Road 29A																				
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Gravel, culverts and bridge																				
Average Daily Traffic: 2013 = 146, 2033 = 175		Classification Type: <i>(As shown on Functional Classification Map)</i> Other Arterial																		
PROPOSED IMPROVEMENT																				
Design Standard Number: ROA-3	Surfacing	Thickness: 6" Width: 24.0																		
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input checked="" type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>		
<input checked="" type="checkbox"/> Grading	<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting																	
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>																	
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>																	
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>																	
Bridge to Remain in Place	Roadway Width:	Length: Type:																		
New Bridge	Roadway Width:	Length: Type:																		
Box Culvert	Span: Rise: Length: Type:																			
Culvert	Diameter: Length: Type:																			
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																			
Other Construction Features: 5" x 24' Asphalt or 6" X 24' Concrete																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;">ESTIMATED COST <i>(in Thousands)</i></th> <th style="width: 10%;">★ COUNTY</th> <th style="width: 10%;">★ CITY</th> <th style="width: 10%;">★ STATE</th> <th style="width: 10%;">★ FEDERAL</th> <th style="width: 10%;">★ OTHER</th> <th style="width: 10%;">TOTAL</th> </tr> <tr> <td>★ OPTIONAL</td> <td>225</td> <td></td> <td></td> <td></td> <td></td> <td>225</td> </tr> </table>							ESTIMATED COST <i>(in Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL	225					225
ESTIMATED COST <i>(in Thousands)</i>	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL														
★ OPTIONAL	225					225														
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.0 Miles				Project No.: C40(427)																


Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:
Location Description: Burwick Road between Cedarview Road and Holling Road between Sections 32 & 33, T-10-N, R-11-W County Bridge No. 34-G-3		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel, steel beam, concrete deck bridge Built 1932		
Average Daily Traffic: 2014 = 35, 2034 = 50		Classification Type: (As shown on Functional Classification Map) Local
PROPOSED IMPROVEMENT		
Design Standard Number: RL-3	Surfacing	Thickness: 2" Width: 20'
<input checked="" type="checkbox"/> Grading <input type="checkbox"/> Concrete <input type="checkbox"/> Right of Way <input type="checkbox"/> Lighting <input checked="" type="checkbox"/> Aggregate <input type="checkbox"/> Curb & Gutter <input type="checkbox"/> Utility Adjustments <input type="checkbox"/> <input type="checkbox"/> Armor Coat <input checked="" type="checkbox"/> Drainage Structures <input type="checkbox"/> Fencing <input type="checkbox"/> <input type="checkbox"/> Asphalt <input type="checkbox"/> Erosion Control <input type="checkbox"/> Sidewalks <input type="checkbox"/>		
Bridge to Remain in Place	Roadway Width:	Length: Type:
New Bridge	Roadway Width: 30'	Length: 40' Type: CONC SLAB DECK
Box Culvert	Span: Rise: Length:	Type:
Culvert	Diameter:	Length: Type:
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending	
Other Construction Features: Remove bridge built in 1932 and replace with 40' precast concrete deck slab bridge. NDOR STRUCTURE NO. C004011710		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 100	★ CITY
		★ STATE
		★ FEDERAL
		★ OTHER
		TOTAL 100
Project Length: (Nearest Tenth, State Unit of Measure) 0.1		Project No.: C40(434)

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:																
Location Description: Cedarview Road between NE Hwy 11 and Burwick Road between Section 32, T-10-N, R-11-W and Section 5. T-9-N, R-11-W County Bridge No. 13-S-3																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel and transverse joist girder bridge																		
Average Daily Traffic: 2014 = 35, 2034 = 50		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2" Width: 20'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input checked="" type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input checked="" type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width: 30'	Length: 40' Type: CONC SLAB DECK																
Box Culvert	Span: Rise: Length:	Type:																
Culvert	Diameter: Length:	Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Remove bridge built in 1971 and replace with 40' precast concrete deck slab bridge. NDOR STRUCTURE NO. C004003805																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
	100					100												
Project Length: (Nearest Tenth, State Unit of Measure) 0.1				Project No.: C40(435)														

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: C-40 Hall County	City:	Village:				
Location Description: Rehabilitate timber bridge on Nine Bridge Road just north of Elm Island Road. In the northeast 1/4 of Section 29, T-10-N, R-9-W in Hall County, Nebraska. County Bridge Number 10 1/2 H 9						
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Timber bridge on gravel county road.						
Average Daily Traffic: 2017 = 15, 2037 = 20		Classification Type: (As shown on Functional Classification Map) Local				
PROPOSED IMPROVEMENT						
Design Standard Number: RL-1	Surfacing	Thickness: 2" Width: 20'				
<input type="checkbox"/> Grading <input type="checkbox"/> Concrete <input type="checkbox"/> Right of Way <input type="checkbox"/> Lighting <input type="checkbox"/> Aggregate <input type="checkbox"/> Curb & Gutter <input type="checkbox"/> Utility Adjustments <input checked="" type="checkbox"/> Rehabilitation of Existing Bridge <input checked="" type="checkbox"/> Armor Coat <input type="checkbox"/> Drainage Structures <input type="checkbox"/> Fencing <input type="checkbox"/> <input type="checkbox"/> Asphalt <input type="checkbox"/> Erosion Control <input type="checkbox"/> Sidewalks <input type="checkbox"/>						
Bridge to Remain in Place	Roadway Width: 22.1	Length: 32 Type: Rehab Timber Bridge				
New Bridge	Roadway Width:	Length: Type:				
Box Culvert	Span: Rise: Length:	Type:				
Culvert	Diameter: Length:	Type:				
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending					
Other Construction Features: Rehabilitate existing 32' long by 22.1' clear roadway width timber bridge with new backwall for abutment number 2. Replace stringers as needed and re-deck as needed. Bridge built in 1940. NDOR Structure Number C004023710P						
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL
	20					20
Project Length: (Nearest Tenth, State Unit of Measure) 0.1			Project No.: C40(461)			
Signature: 		Title:		Date: May 22, 2017		



Hall County Regional Planning Commission

Wednesday, June 7, 2017

Regular Meeting

Item F2

Redevelopment Plan-Hedde Building Grand Island

Staff Contact: Chad Nabity

Agenda Item #5

PLANNING DIRECTOR RECOMMENDATION TO REGIONAL PLANNING COMMISSION:

May 26, 2017

SUBJECT:

Redevelopment plan amendment for property located in Blight and Substandard Area 1 for a Site Specific Redevelopment Plan for property located at the 201-205 W. 3rd Street in Grand Island, in Hall County, Nebraska to support this development. (C-19-2017GI)

PROPOSAL:

The Hedde Building LLC is proposing to renovate the first floor of this space for commercial space and the second and third floors for residential uses. The property is zoned B-3 Heavy Business and a mixed use building such as this is a permitted principal use.

OVERVIEW:

The purpose of the CRA and the designated blight and substandard areas is to provide incentives for development in underdeveloped areas of the community. This proposed plan encourages a mix of commercial and residential uses that has been identified as a priority for development in the downtown area. This area has already been declared blighted and substandard by the CRA, the Hall County Regional Planning Commission and the Grand Island City Council.

This project is **consistent** with the **existing zoning** and the **future land use plan** for this area within the City of Grand Island. This is evident by the fact that the property is zoned B-3 Heavy Business. The B-3 zone allows for a variety of commercial, office and residential uses including those proposed with this plan as permitted principal uses.

The Regional Planning Commission recommendation is limited to the appropriateness of the proposed use at this location. The Grand Island Comprehensive Plan calls for commercial and residential uses here.

The Planning Commission is required to comment on these applications to confirm that expenditure of public funds through TIF is not supporting uses that would be inconsistent with the comprehensive plan. The proposed use for a mixed use development at this location appears to be supported by the plan.

RECOMMENDATION:

That the Regional Planning Commission recommends that City Council **approve** of the redevelopment plan amendment as submitted. A resolution is attached for your consideration.

_____ Chad Nabity AICP, Planning Director

Redevelopment Plan Amendment Grand Island CRA Area 1 May 2017

The Community Redevelopment Authority (CRA) of the City of Grand Island intends to amend the Redevelopment Plan for Area 1 within the city, pursuant to the Nebraska Community Development Law (the “Act”) and provide for the financing of a specific infrastructure related project in Area 1.

Executive Summary:

Project Description

THE REDEVELOPMENT OF THE BUILDING LOCATED AT 201-205 W 3rd STREET FOR COMMERCIAL AND RESIDENTIAL USES, INCLUDING FIRE/LIFE SAFETY IMPROVEMENTS AND BUILDING REHABILITATION AND REMODELING.

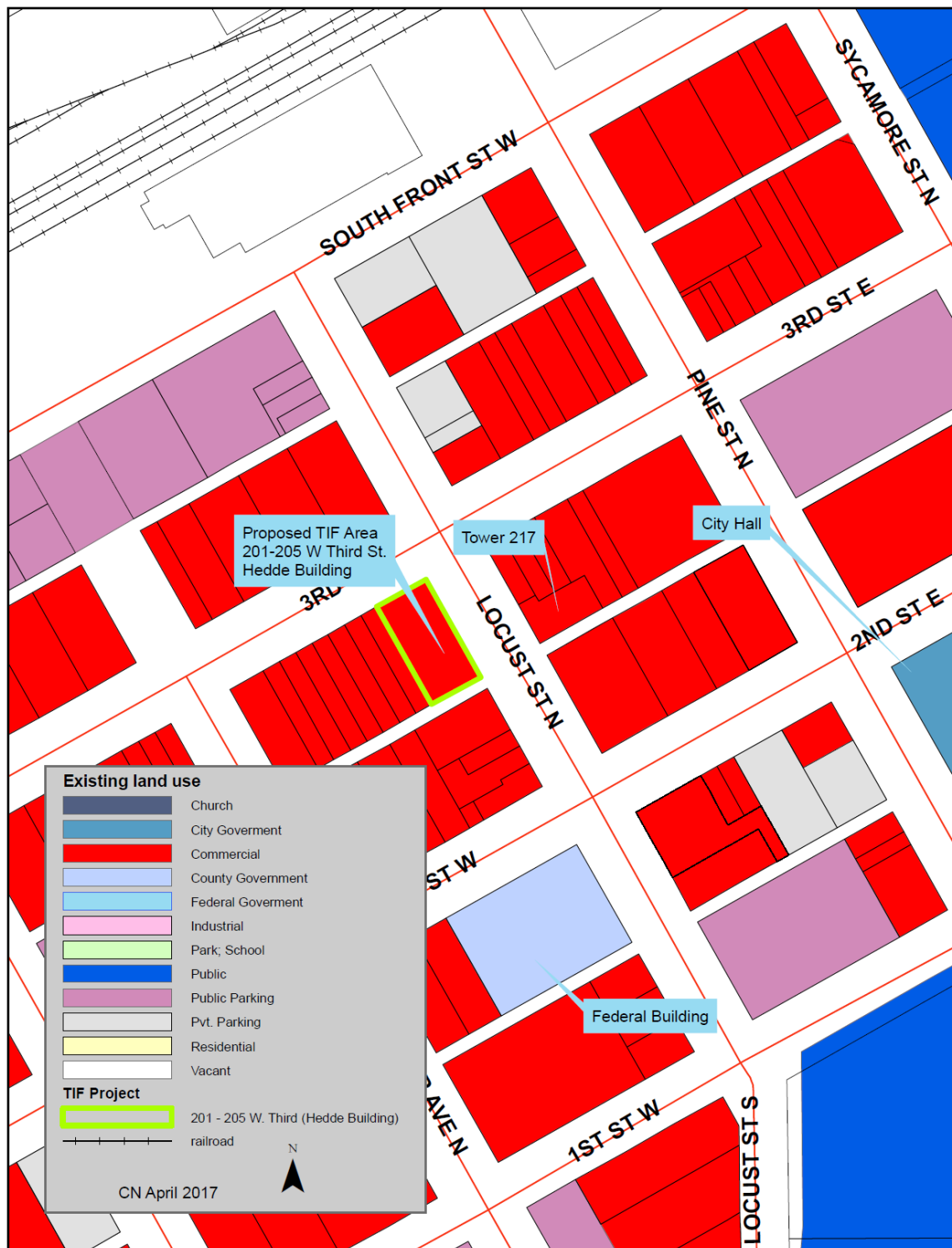
The use of Tax Increment Financing to aid in rehabilitation expenses associated with redevelopment of the Hedde Building located at 201-205 W 3rd Street into a mixed use building containing 16 one bedroom apartments on the second and third floors and commercial space on the first floor and the basement. The use of Tax Increment Financing is an integral part of the development plan and necessary to make this project affordable. The project will result in renovating this historic building into a combination of commercial space and market rate residential units. The addition of the residential units is consistent with the downtown redevelopment plan and priorities to add 50 residential units downtown by 2019. With these units, 31 new residential units have been proposed since 2015. This project would not be possible without the use of TIF.

Hedde Building LLC is the owner of the property. Hedde Building LLC purchased this property in 2016. The purchase price is not included as an eligible TIF activity. The building is currently vacant. The developer is responsible for and has provided evidence that they can secure adequate debt-financing to cover the costs associated with the remodeling and rehabilitation of this building. The Grand Island Community Redevelopment Authority (CRA) intends to pledge the ad valorem taxes generated over the 15- year period beginning January 1, 2019 towards the allowable costs and associated financing for the renovation of this building.

TAX INCREMENT FINANCING TO PAY FOR THE REHABILITATION OF THE PROPERTY WILL COME FROM THE FOLLOWING REAL PROPERTY:
Property Description (the “Redevelopment Project Area”)

201-205 W 3rd Street in Grand Island Nebraska (Hedde Building)

Legal Descriptions: Lot One (1) in Block Sixty -Five (65) Original Town, Grand Island, Hall County, Nebraska



Existing Land Use and Subject Property

The tax increment will be captured for the tax years for which the payments become delinquent in years 2019 through 2033 inclusive.

The real property ad valorem taxes on the current valuation will continue to be paid to the normal taxing entities. The increase will come from rehabilitation of this vacant historic building for commercial and residential uses as permitted in the B3 Heavy Business Zoning District.

Statutory Pledge of Taxes.

In accordance with Section 18-2147 of the Act and the terms of the Resolution providing for the issuance of the TIF Note, the Authority hereby provides that any ad valorem tax on the Redevelopment Project Area for the benefit of any public body be divided for a period of fifteen years after the effective date of this provision as set forth in the Redevelopment Contract, consistent with this Redevelopment Plan. Said taxes shall be divided as follows:

a. That portion of the ad valorem tax which is produced by levy at the rate fixed each year by or for each public body upon the redevelopment project valuation shall be paid into the funds, of each such public body in the same proportion as all other taxes collected by or for the bodies; and

b. That portion of the ad valorem tax on real property in the redevelopment project in excess of such amount, if any, shall be allocated to and, when collected, paid into a special fund of the Authority to pay the principal of; the interest on, and any premiums due in connection with the bonds, loans, notes, or advances on money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such Authority for financing or refinancing, in whole or in part, a redevelopment project. When such bonds, loans, notes, advances of money, or indebtedness including interest and premium due have been paid, the Authority shall so notify the County Assessor and County Treasurer and all ad valorem taxes upon real property in such redevelopment project shall be paid into the funds of the respective public bodies.

Pursuant to Section 18-2150 of the Act, the ad valorem tax so divided is hereby pledged to the repayment of loans or advances of money, or the incurring of any indebtedness, whether funded, refunded, assumed, or otherwise, by the CRA to finance or refinance, in whole or in part, the redevelopment project, including the payment of the principal of, premium, if any, and interest on such bonds, loans, notes, advances, or indebtedness.

Redevelopment Plan Amendment Complies with the Act:

The Community Development Law requires that a Redevelopment Plan and Project consider and comply with a number of requirements. This Plan Amendment meets the statutory qualifications as set forth below.

1. The Redevelopment Project Area has been declared blighted and substandard by action of the Grand Island City Council on December 19, 2000.[§18-2109] Such

declaration was made after a public hearing with full compliance with the public notice requirements of §18-2115 of the Act.

2. Conformation to the General Plan for the Municipality as a whole. [§18-2103 (13) (a) and §18-2110]

Grand Island adopted a Comprehensive Plan on July 13, 2004. This redevelopment plan amendment and project are consistent with the Comprehensive Plan, in that no changes in the Comprehensive Plan elements are intended. This plan merely provides funding for the developer to rehabilitate the building for permitted uses on this property as defined by the current and effective zoning regulations. **The Hall County Regional Planning Commission held a public hearing at their meeting on June 7, 2017 and passed Resolution 2017-09 confirming that this project is consistent with the Comprehensive Plan for the City of Grand Island.**

3. The Redevelopment Plan must be sufficiently complete to address the following items: [§18-2103(13) (b)]

a. Land Acquisition:

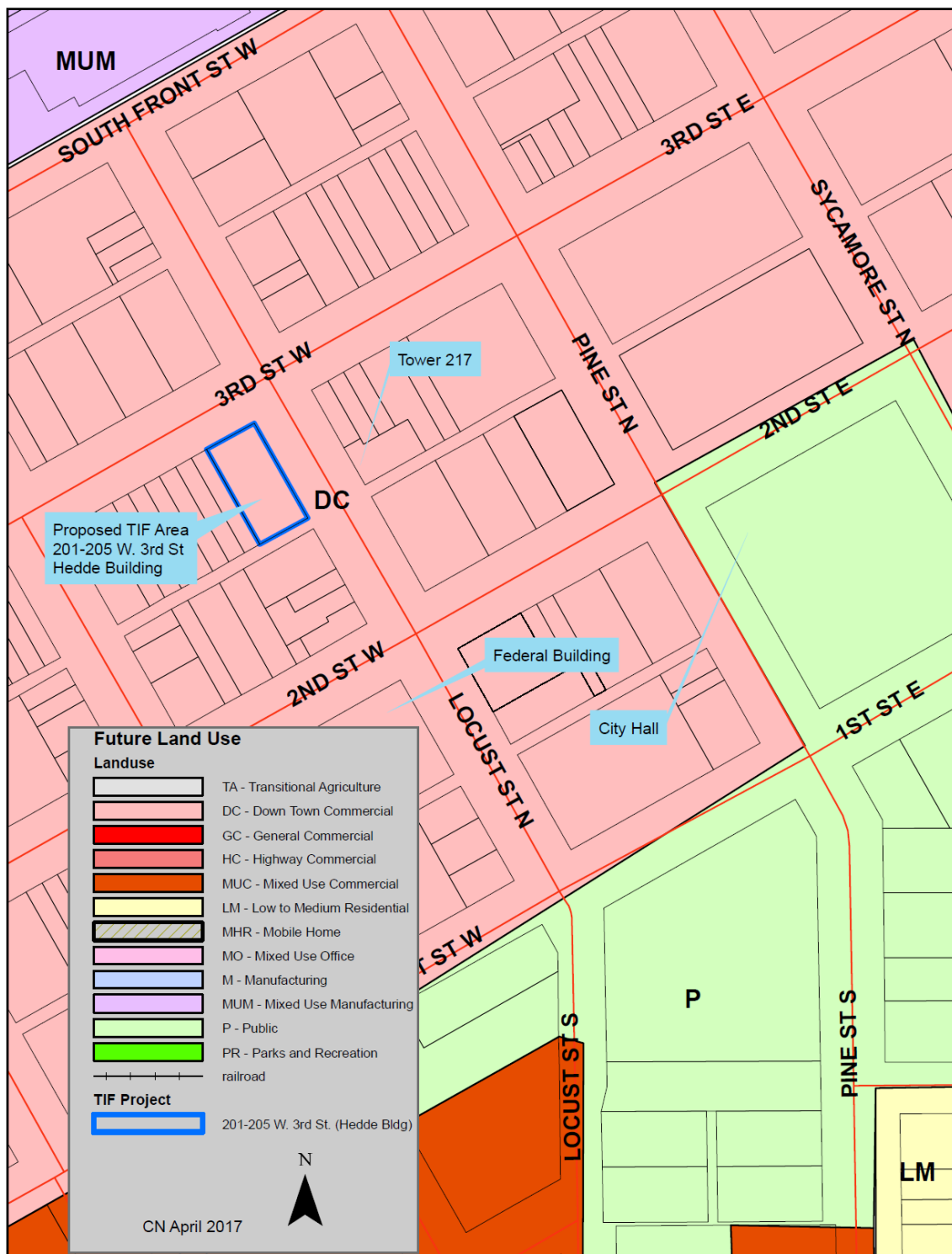
The Redevelopment Plan for Area 1 provides for real property acquisition and this plan amendment does not prohibit such acquisition. There is no proposed acquisition by the authority.

b. Demolition and Removal of Structures:

The project to be implemented with this plan does not provide for the demolition and removal any structures on this property.

c. Future Land Use Plan

See the attached map from the 2004 Grand Island Comprehensive Plan. All of the area around the site in private ownership is planned for Downtown Commercial development; this includes housing and commercial uses within the same structure. This property is in private ownership. [§18-2103(b) and §18-2111] The attached map also is an accurate site plan of the area after redevelopment. [§18-2111(5)]



City of Grand Island Future Land Use Map

d. Changes to zoning, street layouts and grades or building codes or ordinances or other Planning changes.

The area is zoned B3-Heavy Business zone. No zoning changes are anticipated with this project. No changes are anticipated in street layouts or grades. No changes are anticipated in building codes or ordinances. Nor are any other planning changes contemplated. [§18-2103(b) and §18-2111]

e. Site Coverage and Intensity of Use

The developer is rehabilitating the existing building. The developer is not proposing to increase the size of the building and current building meets the applicable regulations regarding site coverage and intensity of use. [§18-2103(b) and §18-2111]

f. Additional Public Facilities or Utilities

Sewer and water are available to support this development. The developer will be required to extend a water line capable of providing sufficient water for the sprinkler system required to convert this building in a multifamily apartment building.

Electric utilities are sufficient for the proposed use of this building.

No other utilities would be impacted by the development.

The developer will be responsible for replacing any sidewalks damaged during construction of the project.

No other utilities would be impacted by the development. [§18-2103(b) and §18-2111]

4. The Act requires a Redevelopment Plan provide for relocation of individuals and families displaced as a result of plan implementation. This property, owned by the developer, is vacant and has been vacant for more than 1 year; no relocation is contemplated or necessary. [§18-2103.02]

5. No member of the Authority, nor any employee thereof holds any interest in any property in this Redevelopment Project Area. [§18-2106] Sue Pirnie a member of the Authority is an investor in Hedde Building LLC. As an investor in the project she will recuse herself from any decisions regarding this project. No other members of the authority or staff of the CRA have any interest in this property.

6. Section 18-2114 of the Act requires that the Authority consider:

a. Method and cost of acquisition and preparation for redevelopment and estimated proceeds from disposal to redevelopers.

The developer owns this property and acquisition is not part of the request for tax increment financing. The estimated costs of rehabilitation of this property is \$2,840,322 along with \$295,000 for site improvement and planning related expenses for Architectural and Engineering services of \$250,400 and are included as a TIF eligible expense. Legal, Developer and Audit Fees including a reimbursement to the City and the CRA of \$124,373 are included as TIF eligible expense. The total of eligible expenses for this project is \$3,510,095. The CRA has been asked to grant \$240,000 to this project to offset the cost of life safety improvements and \$300,000 for façade improvements. The total eligible expenses for this project less other grant funds by the CRA is \$2,970,095.

No property will be transferred to redevelopers by the Authority. The developer will provide and secure all necessary financing.

b. Statement of proposed method of financing the redevelopment project.

The developer will provide all necessary financing for the project. The Authority will assist the project by granting the sum of \$603,425 from the proceeds of the TIF it is anticipated that this will generate a loan of \$420,000. This indebtedness will be repaid from the Tax Increment Revenues generated from the project. TIF revenues shall be made available to repay the original debt and associated interest after January 1, 2019 through December 2033.

c. Statement of feasible method of relocating displaced families.

No families will be displaced as a result of this plan.

7. Section 18-2113 of the Act requires:

Prior to recommending a redevelopment plan to the governing body for approval, an authority shall consider whether the proposed land uses and building requirements in the redevelopment project area are designed with the general purpose of accomplishing, in conformance with the general plan, a coordinated, adjusted, and harmonious development of the city and its environs which will, in accordance with present and future needs, promote health, safety, morals, order, convenience, prosperity, and the general welfare, as well as efficiency and economy in the process of development, including, among other things, adequate provision for traffic, vehicular parking, the promotion of safety from fire, panic, and other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of population, the provision of adequate transportation, water, sewerage, and other public utilities, schools, parks, recreational and community facilities, and other public requirements, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, and the prevention of the recurrence of insanitary or unsafe dwelling accommodations or conditions of blight.

The Authority has considered these elements in proposing this Plan Amendment. This amendment, in and of itself will promote consistency with the Comprehensive Plan. This will have the intended result of preventing recurring elements of unsafe buildings and

blighting conditions. This will accomplish the goal of both the Downtown Business Improvement District and the Grand Island City Council of increasing the number of residential units available in the Downtown area.

8. Time Frame for Development

Development of this project is anticipated to be completed between July 2017 and December of 2018. Excess valuation should be available for this project for 15 years beginning with the 2019 tax year.

9. Justification of Project

This is an historic building in downtown Grand Island that will be preserved with this project. The addition of a new upper story residential unit is consistent with goals to build 50 new residential units in downtown Grand Island by 2019 and with the goals of the 2014 Grand Island housing study and Grow Grand Island. The main floor and basement will be used for commercial tenant space.

10. Cost Benefit Analysis Section 18-2113 of the Act, further requires the Authority conduct a cost benefit analysis of the plan amendment in the event that Tax Increment Financing will be used. This analysis must address specific statutory issues.

As authorized in the Nebraska Community Development Law, §18-2147, *Neb. Rev. Stat.* (2012), the City of Grand Island has analyzed the costs and benefits of the proposed Redevelopment Project, including:

Project Sources and Uses. Approximately \$603,000 in public funds from tax increment financing provided by the Grand Island Community Redevelopment Authority will be required to complete the project. This property has requested a life/safety grant of \$240,000 and an additional façade improvement grant of \$300,000. This investment by the Authority will leverage \$2,803,493 in private sector financing; a private investment of \$2.45 for every TIF and grant dollar investment.

Use of Funds.				
Description	TIF Funds	Other Grants	Private Funds	Total
Site Acquisition			\$150,000	\$150,000
Legal and Plan*			\$124,373	\$124,373
Engineering/Arch			\$250,400	\$250,400
Tenant Buildout/Furnishings			\$295,000	\$295,000
Renovation	\$603,425		\$1,696,897 ¹ⁱ	\$2,300,322
Life Safety		\$240,000		\$240,000
Façade		\$300,000		\$300,000
Financing Fees			\$88,000	\$88,000
Contingency			\$198,823	\$198,823
TOTALS	\$603,425	\$540,000	\$2,803,493	\$3,946,918

Tax Revenue. The property to be redeveloped is anticipated to have a January 1, 2018, valuation of approximately \$101,218. Based on the 2016 levy this would result in a real property tax of approximately \$2,200. It is anticipated that the assessed value will increase by \$1,851,184 upon full completion, as a result of the site redevelopment. This development will result in an estimated tax increase of over \$40,228 annually. The tax increment gained from this Redevelopment Project Area would not be available for use as city general tax revenues, for a period of 15 years, or such shorter time as may be required to amortize the TIF bond, but would be used for eligible private redevelopment costs to enable this project to be realized.

Estimated 2018 assessed value:	\$ 101,218
Estimated taxable value after completion	\$ 1,952,402
Increment value	\$ 1,851,184
Annual TIF generated (estimated)	\$ 40,228
TIF bond issue	\$ 603,425

(a) Tax shifts resulting from the approval of the use of Tax Increment Financing;

The redevelopment project area currently has an estimated valuation of \$101,218. The proposed redevelopment will create additional valuation of \$1,851,184. No tax shifts are anticipated from the project. The project creates additional valuation that will support taxing entities long after the project is paid off.

(b) Public infrastructure and community public service needs impacts and local tax impacts arising from the approval of the redevelopment project;

¹ This includes \$1,122,186 of Historic Tax Credits

No additional public service needs have been identified. Existing water and waste water facilities will not be impacted by this development. The electric utility has sufficient capacity to support the development. It is not anticipated that this will impact schools in any significant way as these are one bedroom units located downtown. Fire and police protection are available and should not be negatively impacted by this development. The addition of life safety elements to this building including fire sprinklers, reduce the chances of negative impacts to the fire department.

(c) Impacts on employers and employees of firms locating or expanding within the boundaries of the area of the redevelopment project;

This will provide additional housing options in the downtown area consistent with the planned development in Downtown Grand Island.

(d) Impacts on other employers and employees within the city or village and the immediate area that are located outside of the boundaries of the area of the redevelopment project; and

This project will not have a negative impact on other employers in any manner different from any other expanding business within the Grand Island area. This will provide housing options for employees of Downtown businesses that wish to live Downtown.

(e) Any other impacts determined by the authority to be relevant to the consideration of costs and benefits arising from the redevelopment project.

This project is consistent the goals of the Council, the Downtown BID, the CRA, and Grow Grand Island to create additional housing units in downtown Grand Island.

Time Frame for Development

Development of this project is anticipated to be completed during between July of 2017 and December 31 of 2018. The base tax year should be calculated on the value of the property as of January 1, 2018. Excess valuation should be available for this project for 15 years beginning in 2019 with taxes due in 2020. Excess valuation will be used to pay the TIF Indebtedness issued by the CRA per the contract between the CRA and the developer for a period not to exceed 15 years or an amount not to exceed \$603,425 the projected amount of increment based upon the anticipated value of the project and current tax rate. Based on the estimates of the expenses of the rehabilitation the developer will spend at least \$2,430,095 on TIF eligible activities in excess of other grants given. The CRA will reserve the right to issue additional debt for this project upon notification by the developer of sufficient expenses and valuation to support such debt in the form of a second or third bond issuance.

Resolution Number 2017-09

HALL COUNTY REGIONAL PLANNING COMMISSION

**A RESOLUTION RECOMMENDING APPROVAL OF A SITE SPECIFIC
REDEVELOPMENT PLAN OF THE CITY OF GRAND ISLAND, NEBRASKA;
AND APPROVAL OF RELATED ACTIONS**

WHEREAS, the Chairman and Board of the Community Redevelopment Authority of the City of Grand Island, Nebraska (the “**Authority**”), referred **the Redevelopment Plan for 201-205 W. Third St. by Hedde Building LLC** to the Hall County Regional Planning Commission, (the “**Commission**”) for review and recommendation as to its conformity with the general plan for the development of the City of Grand Island, Hall County, Nebraska, pursuant to Section 18-2112 of the Community Development Law, Chapter 18, Article 21, Reissue Revised Statutes of Nebraska, as amended (the “**Act**”); and

WHEREAS, the Commission has reviewed said Redevelopment Plan as to its conformity with the general plan for the development of the City of Grand Island, Hall County finding;

The proposed use as described in this plan is in compliance with the Comprehensive Plan for the City of Grand Island.

NOW, THEREFORE, BE IT RESOLVED BY THE HALL COUNTY REGIONAL PLANNING COMMISSION AS FOLLOWS:

Section 1. The Commission hereby recommends approval of the Redevelopment Plan.

Section 2. All prior resolutions of the Commission in conflict with the terms and provisions of this resolution are hereby expressly repealed to the extent of such conflicts.

Section 3. This resolution shall be in full force and effect from and after its passage as provided by law.

DATED: June 7, 2017

**HALL COUNTY REGIONAL PLANNING
COMMISSION**

ATTEST:

By: _____
Chair

By: _____
Secretary



Hall County Regional Planning Commission

Wednesday, June 7, 2017

Regular Meeting

Item F3

Redevelopment Plan-Cairo

Staff Contact: Chad Nabity

Agenda Item #6

PLANNING DIRECTOR RECOMMENDATION TO REGIONAL PLANNING COMMISSION:

May 26, 2017

SUBJECT:

Redevelopment plan amendment for property located in a Blight and Substandard Area in Cairo for a Site Specific Redevelopment Plan on Lots 4, 5, 6, and 7 of Robinson Estates Subdivision in Cairo, Hall County, Nebraska to support this development. (C-20-2017C)

PROPOSAL:

HOMS LLC is proposing to build duplexes at this location. The property is zoned R-6 Multiple-Family Residential District as this is a permitted principal use.

OVERVIEW:

The purpose of the CRA and the designated blight and substandard areas is to provide incentives for development in underdeveloped areas of the community. This proposed plan encourages the development of housing within Cairo. This area has already been declared blighted and substandard by the Cairo Village Board.

This project is **consistent** with the **existing zoning** and the **future land use plan** for this area within the Village of Cairo. This is evident by the fact that the property is zoned R-6 Multiple-Family Residential District. The R-6 zone allows for a variety of residential uses, including those proposed with this plan as permitted principal uses.

The Regional Planning Commission recommendation is limited to the appropriateness of the proposed use at this location. The Cairo Comprehensive Plan calls for residential uses here.

The Planning Commission is required to comment on these applications to confirm that expenditure of public funds through TIF is not supporting uses that would be inconsistent with the comprehensive plan. The proposed use for a mixed-use development at this location appears to be supported by the plan.

RECOMMENDATION:

That the Regional Planning Commission recommends that the Cairo Village Board **approve** of the redevelopment plan amendment as submitted. A resolution is attached for your consideration.

_____ Chad Nabity AICP, Planning Director

DESCRIPTION OF PROJECT AND
REDEVELOPERS REDEVELOPMENT PLAN FOR
HOMS, LLC, PROJECT

OVERVIEW:

This plan is intended to redevelop an area within the Village of Cairo pursuant to the Community Development Law of the State of Nebraska.

The Redeveloper will acquire and rehabilitate the real estate in the Redevelopment Area by acquiring the site, undertaking site preparation, utility extension, onsite roadway and construction of three duplex residential buildings on the real estate described on Exhibit 1.

The Redeveloper will not develop the project in the redevelopment area or elsewhere without the benefit of tax increment financing. The costs of the project are simply too great to be absorbed by the Redeveloper without the assistance of tax increment financing. All financing for the project is entirely contingent on a grant from tax increment financing. The Redeveloper proposes that the Community Development Agency issue Bonds to be repaid from the incremental tax revenues generated by the redevelopment project pursuant to §18-2147 of the Nebraska Revised Statutes, for a period of 15 years from an effective date estimated to be January 1, 2018. The Redeveloper will use the proceeds of the Bonds to assist in the acquisition and construction of the Project in accordance with the Act.

THE REDEVELOPMENT PLAN:

1. Relationship of Plan to Local objectives for appropriate land use: This plan contemplates a change in current land use. The use will shift from vacant to residential. Reutilization of the existing real estate meets existing local objectives for appropriate land use for the area affected by this plan.
2. Relationship of Plan to Local objectives for improved traffic flow and public utilities in plan area: This plan does not contemplate new roads. There will be a burden on traffic flow as new residents and visitors will access the facility from adjacent streets. Extension of utilities to the project from current mains will be required.
3. Relationship of Plan to Local objectives for community facilities: This plan neither provides nor requires any additional community facilities. However, it will provide badly needed residential units in the community.
4. Redevelopment project boundaries: Exhibit 2 shows the boundaries of the project. The property is unimproved.
5. Proposed land use plan: Exhibit 2 shows the proposed land use plan after redevelopment as a residential development.

6. Information on standards for population densities; land coverage; building intensities; and land coverage after redevelopment: Population will increase as 6 new families will reside in the area after project completion. Building coverage of the area will conform to current zoning limitations. Exhibit 2 shows land coverage and building intensities after redevelopment.

7. Statement regarding change in street layouts: This Plan proposes no change in street layout.

8. Site plan after redevelopment: Exhibit 2 is an accurate site plan of the redevelopment project after redevelopment.

9. Statement as to the kind and number of additional public facilities or utilities required to support land use after redevelopment: No additional public utilities are required to support the proposed change.

10. Public cost/benefit analysis: This plan requires that the Redevelopers will construct 3 new duplex housing units. No public funds, other than the tax increment financing benefit will be used on the structures. The Redeveloper will provide all financing for the project. The Redeveloper will obtain funds for the purchase of the Bonds issued by the Agency, or purchase such bonds outright. Such bonds shall not be backed by the Village or the Agency, and will only be repaid from the increased ad valorem tax stream created by the project rehabilitation, over a 15 year period estimated to commence January 1, 2018. After the 15-year TIF period, the increased taxes will be paid to the normal taxing authorities.

Each of the 3 duplexes are estimated to cost \$365,000. At the current tax level the property taxes will exceed \$24,000 annually after the bonds are paid off.

Estimates of eligible expenses for a grant for this project are \$67,000 for land purchase, \$20,000 for street improvements, \$8,000 for a blight study and 10,000 for planning and legal expenses.

The project does not create new employment in the area. However it will provide housing for employees that currently commute into the Village for employment. Little impact will be felt by employees or employers in the Project area or the surrounding area. Therefore, no undue stress on the school system, police or fire protection is contemplated. No tax shifts have been identified. No adverse impact to other employers in the area is contemplated. The Agency has not identified any additional negative impacts to citizens or taxing entities affected by the Redevelopment Project. After the TIF bonds are paid in full, a substantial increase in real property valuation will occur in the Village.

11. Pledge of Incremental Taxes. Pursuant to Section 18-2147 of the Act, any ad valorem tax levied upon real property in the Redevelopment Project area specified in the plan, shall be divided, for the period not to exceed 15 years after the effective date of the provision, which effective date will be established in the bond resolution providing for the issuance of the TIF Indebtedness. The tax shall be divided as follows:

- a. That portion of the ad valorem tax which is produced by levy at the rate fixed

each year by or for each public body upon the redevelopment project valuation shall be paid into the funds, of each such public body in the same proportion as all other taxes collected by or for the bodies; and

b. That portion of the ad valorem tax on real property in the redevelopment project in excess of such amount, if any, shall be allocated to and, when collected, paid into a special fund of the Agency to pay the principal of; the interest on, and any premiums due in connection with the bonds, loans, notes, or advances on money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such Agency for financing or refinancing, in whole or in part, a redevelopment project. When such bonds, loans, notes, advances of money, or indebtedness including interest and premium due have been paid, the Agency shall so notify the County Assessor and County Treasurer and all ad valorem taxes upon real property in such redevelopment project shall be paid into the funds of the respective public bodies.

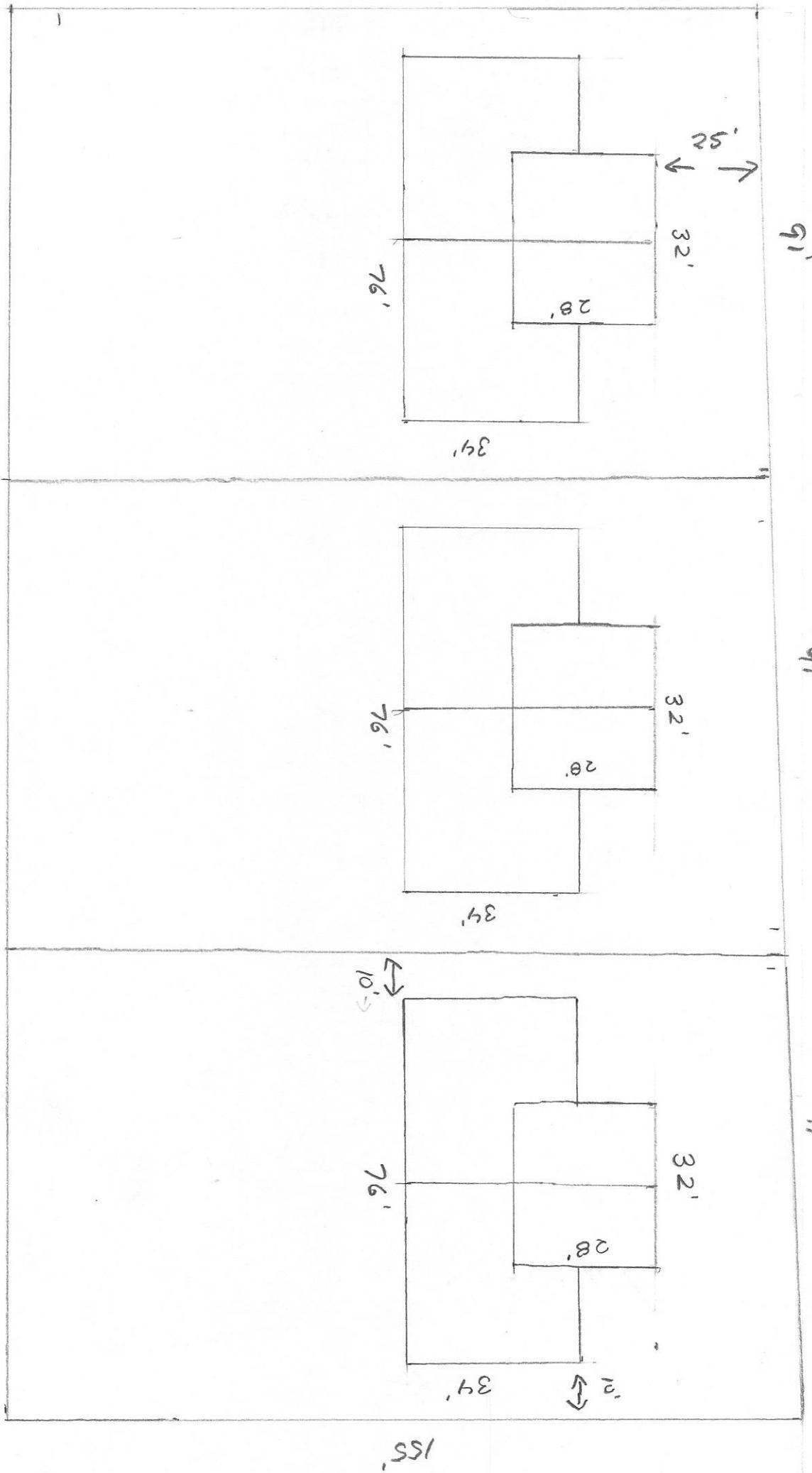
Exhibit 1

Lots 4, 5, 6, and 7 of Robinson Estate Subdivision to the Village of Cairo, Hall County,
Nebraska.

Exhibit 2
Lot layout

146'

Oasis Street



91'

91'

Suez Street

91'

$$\frac{3}{8}'' = 10'$$

Resolution Number 2017-10

HALL COUNTY REGIONAL PLANNING COMMISSION

**A RESOLUTION RECOMMENDING APPROVAL OF A SITE SPECIFIC
REDEVELOPMENT PLAN OF THE VILLAGE OF CAIRO, NEBRASKA; AND
APPROVAL OF RELATED ACTIONS**

WHEREAS, the Chairman and Board of the Village of Cairo, Nebraska (the “Village”) , referred **the Redevelopment Plan for the Village of Cairo, HOMS LLC** to the Hall County Regional Planning Commission, (the “**Commission**”) for review and recommendation as to its conformity with the general plan for the development of the Village of Cairo, Hall County, Nebraska, pursuant to Section 18-2112 of the Community Development Law, Chapter 18, Article 21, Reissue Revised Statutes of Nebraska, as amended (the “**Act**”); and

WHEREAS, the Commission has reviewed said Redevelopment Plan as to its conformity with the general plan for the development of the Village of Cairo, Hall County finding;

The proposed use as described in this plan is in compliance with the Comprehensive Plan for the Village of Cairo.

NOW, THEREFORE, BE IT RESOLVED BY THE HALL COUNTY REGIONAL PLANNING COMMISSION AS FOLLOWS:

Section 1. The Commission hereby recommends approval of the Redevelopment Plan.

Section 2. All prior resolutions of the Commission in conflict with the terms and provisions of this resolution are hereby expressly repealed to the extent of such conflicts.

Section 3. This resolution shall be in full force and effect from and after its passage as provided by law.

DATED: June 7, 2017.

**HALL COUNTY REGIONAL PLANNING
COMMISSION**

ATTEST:

By: _____
Chair

By: _____
Secretary



Hall County Regional Planning Commission

**Wednesday, June 7, 2017
Regular Meeting**

Item M1

Final Plat-Lueck Estates Sub

Staff Contact: Chad Nabity

May 23, 2017

Dear Members of the Board:

RE: Final Plat – Lueck Estates Subdivision.

For reasons of Section 19-923 Revised Statutes of Nebraska, as amended, there is herewith submitted a final plat of Lueck Estates Subdivision, located in Hall County, Nebraska.

This final plat proposes to create 1 lot, on a tract of land comprising part of the Southeast Quarter (SE 1/4) of Section Twenty Seven (27), Township Nine (9) North, Range Ten (10) West of the 6th P.M. in Hall County, Nebraska, said tract containing 1.310 acres.

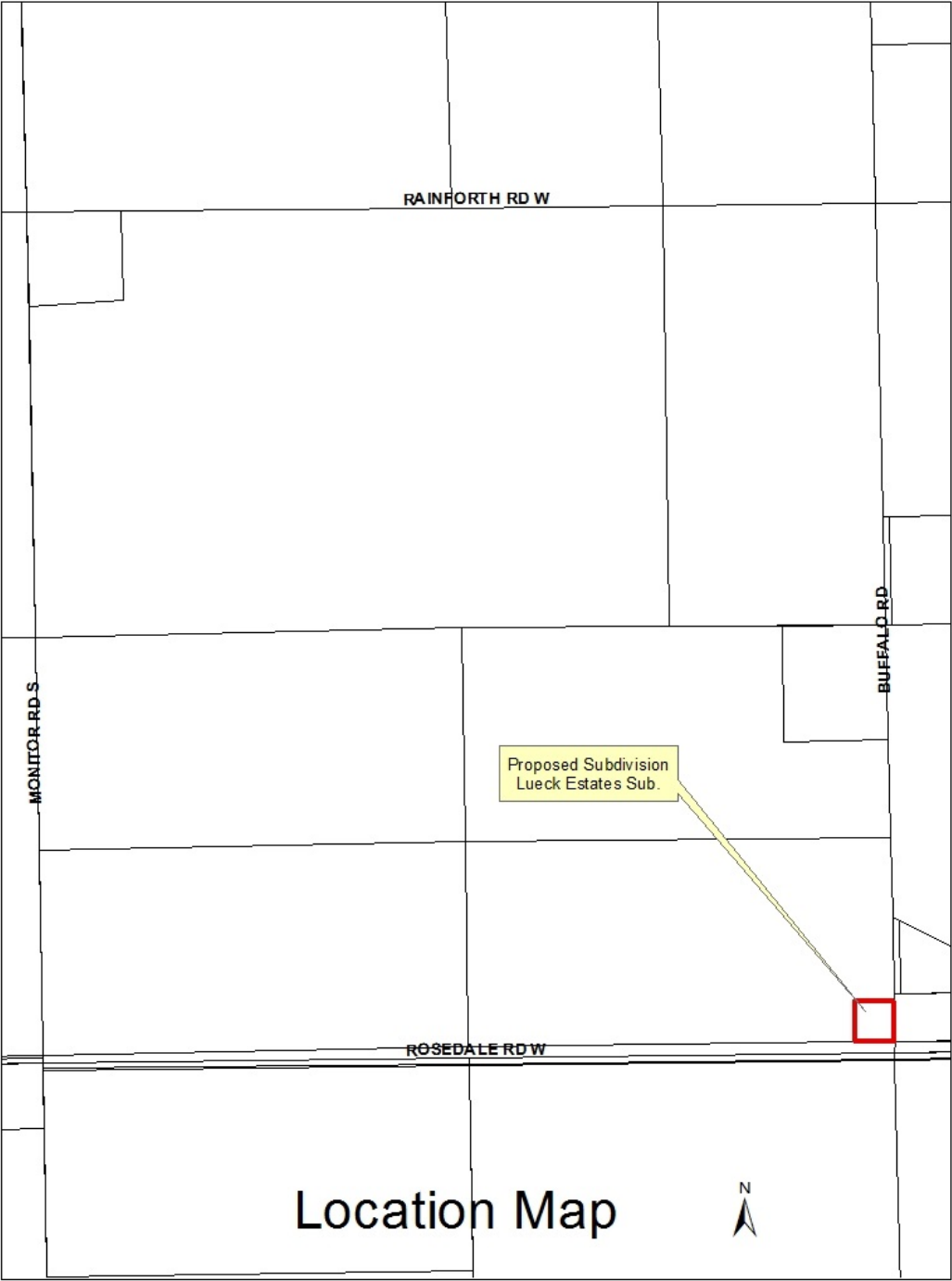
You are hereby notified that the Regional Planning Commission will consider this final plat at the next meeting that will be held at 6:00 p.m. on June 7, 2017 in the Council Chambers located in Grand Island's City Hall.

Sincerely,

Chad Nabity, AICP
Planning Director

Cc: County Clerk
County Attorney
County Zoning
County Building
County Public Works
County Assessor/Register of Deeds
Manager of Postal Operations
Rockwell and Associates

This letter was sent to the following School Districts 2, 19, 82, 83, 100, 126.



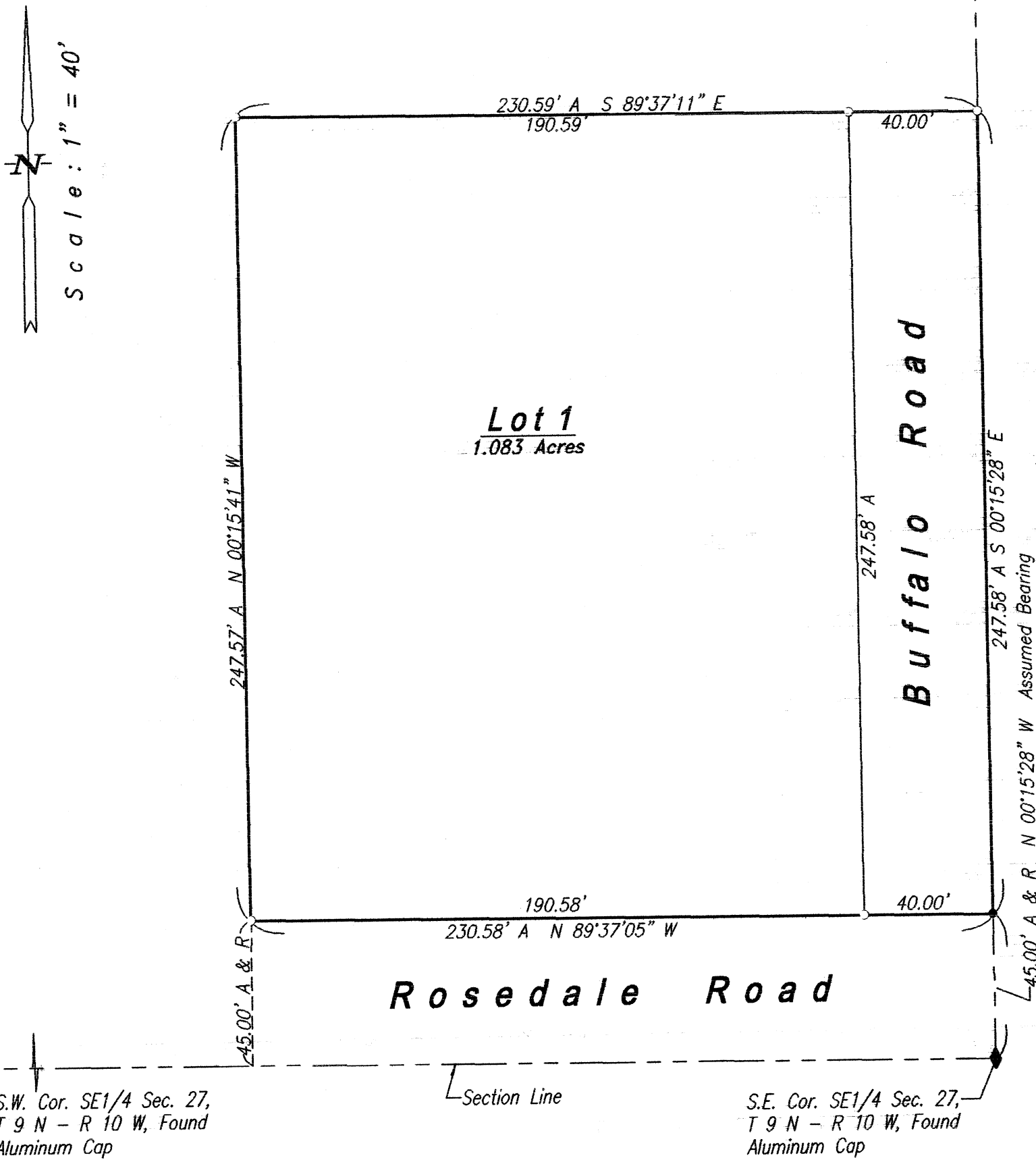


LEGEND

- Indicates 5/8" Iron Smooth Pin Found Unless Otherwise Noted
- Indicates 1/2" Iron Pipe w/Survey Cap Placed Unless Otherwise Noted
- A-Indicates ACTUAL Distance
- R-Indicates RECORDED Distance

N.E. Cor. SE1/4 Sec. 27,
T 9 N - R 10 W, Found
1/2" Pipe

SE1/4, Sec. 27, T9N - R10W
Unplatted



Legal Description

A tract of land comprising a part of the Southeast Quarter (SE1/4) of Section Twenty Seven (27), Township Nine (9) North, Range Ten (10) West of the 6th. P.M., in Hall County, Nebraska, more particularly described as follows:
Beginning at the southeast corner of said Southeast Quarter (SE1/4); thence running northerly on the easterly line of said Southeast Quarter (SE1/4) on an Assumed Bearing of N00°15'28"W, a distance of Forty Five (45.00) feet, to a point to the ACTUAL Point of Beginning; thence N89°37'05"W on the northerly right of way line of Rosedale Road, a distance of Two Hundred Thirty and Fifty Eight Hundredths 9230.58) feet; thence running N00°15'41"W, a distance of Two Hundred Forty Seven and Fifty Seven Hundredths (247.57) feet; thence running S89°37'11"E, a distance of Two Hundred Thirty and Fifty Nine Hundredths (230.59) feet, to a point on the easterly line of said Southeast Quarter (SE1/4); thence running Southerly on the easterly line of said Southeast Quarter (SE1/4), a distance of Two Hundred Forty Seven and Fifty Eight Hundredths (240.58) feet, to the ACTUAL Point of Beginning and containing 1.310 acres more or less

Dedication

KNOW ALL MEN BY THESE PRESENTS, that GERALD O. and LAURIE J. LUECK, husband and wife, being the owners of the land described hereon, have caused same to be surveyed, subdivided, platted and designated as 'LUECK ESTATES SUBDIVISION', Hall County, Nebraska, as shown on the accompanying plat thereof, and do hereby dedicate the road right of way as shown thereon to the public for their use forever and the easements, if any, as shown thereon for the location, construction and maintenance of public service utilities forever, together with the right of ingress and egress thereto, and hereby prohibiting the planting of trees, bushes and shrubs, or placing other obstructions upon, over, along or underneath the surface of such easements; and that the foregoing subdivision as more particularly described in the description hereon as appears on this plat is made with the free consent and in accordance with the desires of the undersigned owners and proprietors.
IN WITNESS WHEREOF, we have affixed our signatures hereto at Grand Island, Nebraska, this _____ day of _____, 2017.

Surveyor's Certificate

I hereby certify that on May 8, 2017, I completed an accurate survey of 'LUECK ESTATES SUBDIVISION', Hall County, Nebraska, as shown on the accompanying plat thereof; that the lots, blocks, streets, avenues, alleys, parks, commons and other grounds as contained in said subdivision as shown on the accompanying plat thereof are well and accurately staked off and marked; that iron markers were placed at all lot corners; that the dimensions of each lot are as shown on the plat; that each lot bears its own number; and that said survey was made with reference to known and recorded monuments.

Deryl D. Sorgenfrei, Reg. Land Surveyor No. 578

Approvals

Submitted to and approved by the Regional Planning Commission of Hall County, Grand Island, Wood River and the Villages of Alda, Cairo and Doniphan, Nebraska.

Chairman

Date

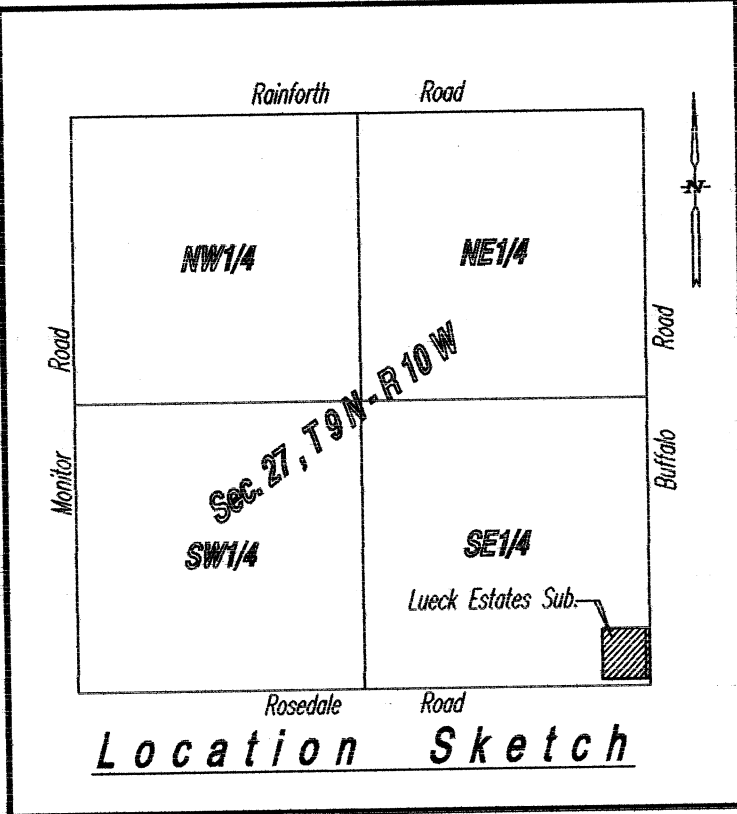
Approved and accepted by the Hall County Board of Supervisors, this _____ day of _____, 2017.

Chairman Of The Board

County Clerk

(Seal)

LUECK ESTATES SUBDIVISION
HALL COUNTY, NEBRASKA



Gerald O. Lueck

Laurie J. Lueck

Acknowledgement

State Of Nebraska ss
County Of Hall
On the _____ day of _____, 2017, before me _____ a Notary Public within and for said County, personally appeared GERALD O. LUECK and LAURIE J. LUECK, husband and wife and to me personally known to be the identical persons whose signatures are affixed hereto, and that each did acknowledge the execution thereof to be his or her voluntary act and deed.
IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal at Grand Island, Nebraska, on the date last above written.
My commission expires _____.

Notary Public

(Seal)



Hall County Regional Planning Commission

**Wednesday, June 7, 2017
Regular Meeting**

Item M2

Leifeld Sub (at 5:45 p.m. meeting)

Staff Contact: Chad Nabity

May 23, 2017

Dear Members of the Board:

RE: Final Plat – Leifeld Subdivision.

For reasons of Section 19-923 Revised Statutes of Nebraska, as amended, there is herewith submitted a final plat of Leifeld Subdivision, located in Hall County, Nebraska.

This final plat proposes to create 1 lot, on a tract of land comprising part of the Southeast Quarter of the Northeast Quarter (SE 1/4, NE 1/4) in Section Thirty (30), Township Twelve (12) North, Range Eight (8) West of the 6th P.M. in Merrick County, Nebraska, said tract containing 7.51 acres.

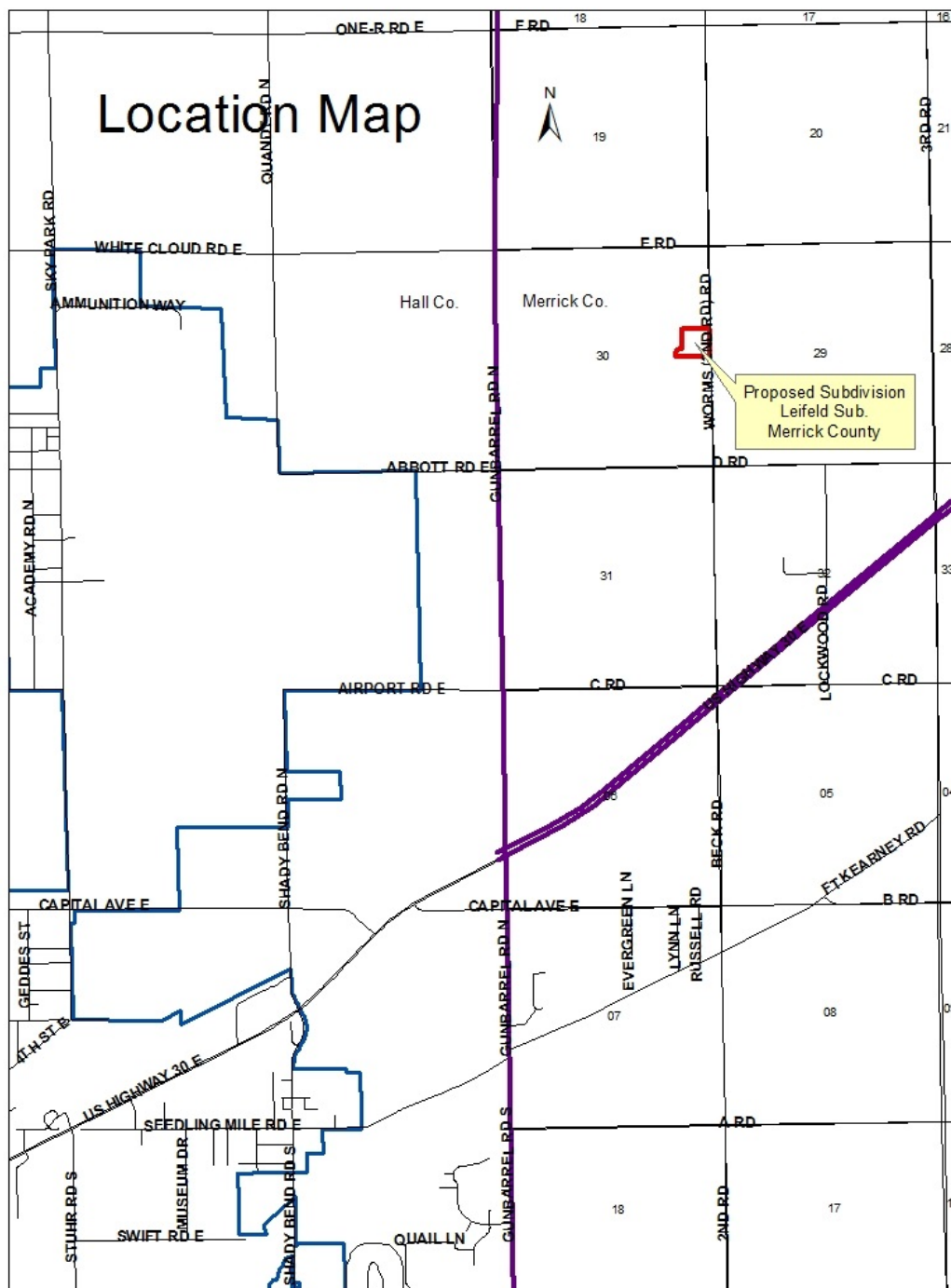
You are hereby notified that the Interjurisdictional Planning Commission will consider this final plat at the next meeting that will be held at 5:45 p.m. on June 7, 2017 in the Council Chambers located in Grand Island's City Hall.

Sincerely,

Chad Nabity, AICP
Planning Director

Cc: Grand Island City Clerk	Merrick County Clerk
Grand Island City Attorney	Merrick County Attorney
Regional Planning	Merrick County Zoning
Grand Island Building	Merrick County Building
Grand Island Public Works	Merrick County Public Works
Hall County Assessor/Register of Deeds	Merrick County Assessor/Deeds
Manager of Postal Operations	Merrick County Surveyor

This letter was sent to the following School Districts 2, 19, 82, 83, 100, 126.



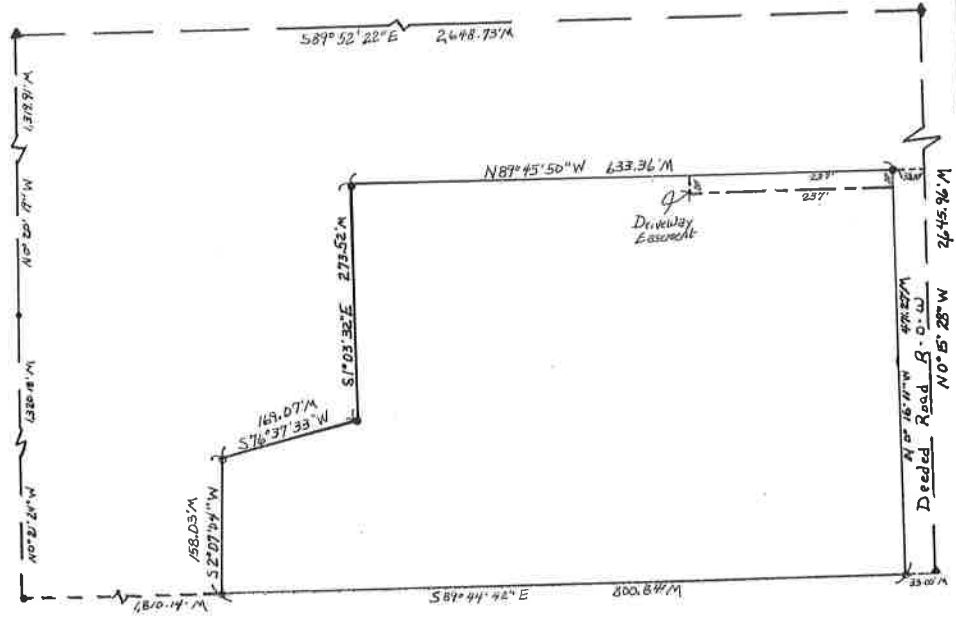


N1/4 cor. Sec. 30,12-8
Found 1" pipe
S-32.94' Conc. WC
N-32.84' Conc. WC
SW-37.07' Nail top of
sawed off PP
Corner in line with
powerline south

C1/4 cor. Sec. 30,12-8
Found 1" Iron Pipe
N-33.7' Nail in PP
N-1320.05' Nail in PP
S-4.40' Nail in FCP
SE-12.75' 1.5' Adan.
Gas Riser Pipe

NE cor. Sec. 30,12-8
Found 1" pipe in oil mat
NW-46.98' Conc. WC
NE-59.62' Conc. WC
SW-46.65' Conc. WC
SE-58.88' Conc. WC

E1/4 cor. Sec. 30,12-8
Found Brass Cap In Asphalt
W-35.90' Nail in FCP
E-2668.70' 1" Iron pipe
NW-81.30' Nail in FP
SW-86.02' Nail in PP



SCALE 1" = 100 feet
= indicates corners found
= indicates 1" pipe placed
M = indicates measured distance

Legal Description

A tract of land comprising a part of the Southeast Quarter of the Northeast Quarter (SE1/4NE1/4) in Section Thirty (30), Township Twelve (12) North, Range Eight (8) West of the 6th P.M., Merrick County, Nebraska, more particularly described:

First to ascertain the actual point of beginning, start at the Southeast corner of said Southeast Quarter of the Northeast Quarter (SE1/4NE1/4); thence North 89°44'42" West a distance of Thirty-Three (33.00) feet to the actual point of beginning; thence North 0°16'11" West along and upon the West line of Deeded Road right-of-way a distance of Four Hundred Seventy-One and Twenty-Seven Hundredths (471.27) feet; thence North 89°45'50" West a distance of Six Hundred Thirty-Three and Thirty-Six Hundredths (633.36) feet; thence South 01°03'32" East a distance of Two Hundred Seventy-Three and Fifty-Two Hundredths (273.52) feet; thence South 76°37'33" West a distance of One Hundred Sixty-Nine and Seven Hundredths (169.07) feet; thence South 02°07'04" West a distance of One Hundred Fifty-Eight and Three Hundredths (158.03) feet to a point on the South line of said Southeast Quarter of the Northeast Quarter (SE1/4NE1/4); thence South 89°44'42" East along and upon the South line of said Southeast Quarter of the Northeast Quarter (SE1/4NE1/4) a distance of Eight Hundred and Eighty-Four Hundredths (800.84) feet to the point of beginning and containing 7.51 acres, more or less.

Surveyor's Certificate

I hereby certify that on May 12, 2017 I have surveyed and staked as shown on the above plat, and that the measurements as shown are true and correct to the best of my knowledge and belief.

Michael L. Meyer, L.S. No. 543
County Surveyor

Approvals

Submitted to and approved by the Inter Jurisdictional Planning Commission of the City of Grand Island and Merrick County, Nebraska.

Chairman _____ Date _____

Approved and accepted by the Merrick County Board of Supervisors, Merrick County, Nebraska, this _____ day of _____, 2017.

Chairman Of The Board _____ County Clerk _____

Approved and accepted by the City of Grand Island, Nebraska, this _____ day of _____, 2017.

Mayor _____ City Clerk _____

Dedication

KNOW ALL MEN BY THE PRESENTS, that Lawrence J. Leifeld, Estate, being the owner of the land described hereon, have caused same to be surveyed, subdivided, plotted and designated as "LEIFELD SUBDIVISION", Merrick County, Nebraska, as shown on the accompanying plat thereof, and that the foregoing subdivision as more particularly described in the description hereon as appears on this plat is made with the free consent and in accordance with the desires of the undersigned owners and proprietors.

IN WITNESS WHEREOF, we have affixed her signature hereto at _____, Nebraska, this _____ day of _____, 2017.

Judith Lammert

Acknowledgement

State Of Nebraska
County Of _____ s.s.

On the _____ day of _____, 2017, before me _____, a Notary Public within and for said County, personally appeared Judith Lammert, personal representative, and to me personally known to be the identical person whose signature are affixed hereto, and that did acknowledge the execution thereof to be her voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal of _____ Nebraska on the date last above written.
My commission expires _____

Notary Public

State of Nebraska)
County of Merrick)

This is to certify that this instrument was filed for record in the Registered of Deeds office this _____ day of _____, 2017 at _____ o'clock, and is duly recorded in Plat Book _____ Page _____
Instrument Number _____

Register of Deeds _____ Deputy _____

LEIFELD SBDIVISION
MERRICK COUNTY, NEBRASKA



Hall County Regional Planning Commission

Wednesday, June 7, 2017

Regular Meeting

Item 1

Complete Streets

Staff Contact: Chad Nabity

Agenda Item #8

PLANNING DIRECTOR RECOMMENDATION TO REGIONAL PLANNING COMMISSION:

May 26, 2017

SUBJECT:

The Central District Health Department (CDHD) received a grant in 2015 related to the Walkable Communities Initiative sponsored by the Nebraska Department of Health and Human Services. Amy Roberts with CDHD has been spearheading this effort locally. As part of the process they sponsored a walking and biking summit and several public meetings with citizens and interested parties in Grand Island. One of the goals from the summit was to create a complete streets policy for the City of Grand Island. A complete streets policy recognizes that all modes of transportation (motor vehicles, transit, walking, & biking) are important to a community. (C-22-2017GI)

PROPOSAL:

The proposal is that the attached policy will be adopted by the Grand Island City Council. The policy does not require the City or developers to follow the precepts of complete streets, but rather is a lens through which subdivisions and street improvement projects should be viewed. Adoption of this policy by the Grand Island City Council will set a clear standard of review for these projects and proposals.

OVERVIEW:

A subcommittee consisting of members of the public, representatives from CDHD and the City of Grand Island have worked to create a complete streets policy for the City of Grand Island. The policy is attached and the presentation will discuss the concepts embedded within the policy and how Grand Island has implemented portions of this policy in some places, where we have missed the mark and have issues, and how to frame questions for future development to minimize these conflicts.

RECOMMENDATION:

The Regional Planning Commission does not need to take any specific action on this proposal, but after adoption, this policy will be used by staff when evaluating subdivision projects throughout the city. It will likely result in some changes in subdivision design and layout to better facilitate all modes of transportation.

_____ Chad Nabity AICP, Planning Director

2017

Complete Streets Grand Island



Photo by Lauren Farris

"The City of Grand Island will plan for, design, and construct a multimodal transportation network that is safe, efficient, and accessible for people of all ages and abilities. This transportation system will enhance Grand Island's quality of life by promoting interconnectivity, economic development, mobility, equity, safety, and public health."

Complete Streets Action Team

3/29/2017



Acknowledgements.....	III
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Complete Streets Policy

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Acknowledgments

Grand Island's Complete Streets initiative is a collaborative process between policy makers, community leaders, residents, city agencies, transportation advocates, and professionals.

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Stakeholders

These stakeholders reviewed the policy and provided feedback. They include, but are not limited to:

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A special thank you to Julie Harris with the Nebraska Bicycling Alliance and Jeremy Grandstaff with S & G Endeavors for their support in the policy development process.

This policy was adapted from the Omaha, NE Complete Streets Policy.

1.0 Vision

1.1 Vision Statement

The City of Grand Island will plan for, design, and construct a multimodal transportation network that is safe, efficient, and accessible for people of all ages and abilities. This transportation system will enhance Grand Island's quality of life by promoting interconnectivity, economic development, mobility, equity, safety, and public health.

1.2 Users

This transportation network will be planned and developed, with context in mind, to enable safe, efficient, and equitable access for pedestrians, cyclists, assistive mobility device users, transit users, motorists, commercial vehicles, and users of other common modes of transportation.

2.0 Complete Streets Principles

2.1 Complete Streets serve all users and modes.

The City will develop the community's streets and right-of-way so as to promote a safe, reliable, efficient, integrated and connected transportation system that will promote access, mobility and health for all users: people traveling as pedestrians and by bicycle, transit riders, motorists and others. City streets and/or street networks will accommodate emergency responders and freight needs as well, in a manner consistent with this policy and in compliance with the most currently adopted version of Appendix D of the International Fire Code.

2.2 Complete Streets require connected travel networks.

Complete Streets require connected travel networks. Routes will be connected to create complete transportation networks that provide travelers with multiple choices of travel routes within and between neighborhoods reducing congestion on major roadways.

2.3 Complete Streets require best-practice design criteria and context-sensitive approaches.

In recognition of context sensitivity, public input and the needs of many users, the City will align related goals, policies, and code provisions to create Complete Streets solutions that are appropriate to individual contexts; that best serve the transportation needs of all people using streets and the right-of-way; and that support the land-use policies of the most current City of Grand Island Comprehensive Plan and GIAMPO Long Range Transportation Plan.

The City will take a flexible, innovative, and balanced approach to creating context-sensitive Complete Streets that meet or exceed national best-practice design guidelines. Design criteria will not be purely prescriptive but will be based on the thoughtful application of engineering, architectural, and urban design principles.

2.4 Complete Streets are the work of all City departments.

Complete Streets are the work of all City departments and other partners. The City will foster partnerships internally and externally to develop facilities and accommodations that further the City's Complete Streets policy and continue such infrastructure beyond the City's borders.

2.5 Complete Streets include all roadways and all projects and phases.

The City and partners will approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. The City will establish a procedure by which Complete Streets is incorporated into the routine planning, design, implementation, and operation of all transportation infrastructure upon adoption of this policy.

2.6 Complete Streets require appropriate performance measures.

City will measure, or reference, the success of this Complete Streets policy using the following, but not limited to, performance measures:

- Linear feet of new/ reconstructed sidewalks and trails
- Linear distance of new/ restriped on-street bicycle facilities
- Number of new/ reconstructed curb ramps
- Number of traffic calming projects approved and implemented
- Number and status of complete crosswalk and intersection improvements
- Number of new and reconstructed streets
- Number of newly connected routesⁱ and/or neighborhoods

Unless otherwise noted above, within 24 months of adoption, the City will create individual numeric benchmarks for the performance standards deemed appropriate. These performance standards will be tracked and compared annually with the annual report posted on-line.

3.0 Applicability and Jurisdiction

Prior to work, projects will be assessed based on the existing and future context of the affected transportation infrastructure within the overall multi-modal network, as identified by recognized plans including those with pedestrian, bicycle, and transit guidelines. The Complete Streets policy will apply to all public and private street design, construction, and retrofit projects managed and implemented by the City of Grand Island initiated after the Policy adoption, except in unusual or extraordinary circumstances contained in Exceptions below.

4.0 Exceptions

Not every street can be complete for each traveler, and exceptions may be requested for projects. Exceptions should not become common. However, no request for exception is needed when implementing:

1. Routine maintenanceⁱⁱ activities designed to keep transportation facilities in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and surface treatments such as chip seal, or interim measures, on detour routes.) Or,
2. Reconstruction of the right-of-way is due to an emergency.

Requests will be considered by a committee consisting of the Public Works Department, Planning Department, Parks Department and other critical stakeholders when:

1. Bicycle, pedestrian, and or motorized vehicles are prohibited by law from using the facility.
2. Contrary to acceptable guidance on public safety ,
3. Cost is excessively disproportionate to the need for probable use.
4. Other factors indicate the absence of need, including future need (e.g. low density or rural area; existing parallel facilities that provide adequate accommodation for other users.) In determining future need, exemptions committee will consult relevant City and regional long range plans for land use and transportation.

Exclusive of Exceptions 1 and 2 above, the planning and public works directors will document and explicitly explain why a transportation project is exempt from this policy. This explanation will be issued in the form of an official memorandum and a complete streets process checklist. When projects or related contracts require City Council approval, this memorandum will also be submitted to City Council.

5.0 Next Steps

The City recognizes that "Complete Streets" may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. Additionally, the City recognizes the importance of approaching transportation projects within the context of the larger street network, and that all modes do not necessarily need to receive the same type of accommodation and space on every street.

To carry out this policy, the City of Grand Island will take the following next steps:

1. The Public Works and Planning Departments and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate;
2. The Public Works and Planning Departments and other relevant departments, agencies and committees will review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets in accordance with this policy;
3. When available, the City will encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;
4. City staff will identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects;

5. City staff will develop a public and stakeholder engagement strategy/plan.

5.1 Code Amendments

The City of Grand Island Comprehensive Plan and applicable municipal codes will be revised to incorporate the principles and provisions of this Complete Streets Policy and be reviewed and updated from time to time. All City of Grand Island manuals referenced in the City Code and administrative policy that affect the design of roadways and facilities sited in the right-of-way, which affect the implementation of this policy, will be reviewed and updated to make them consistent with its goals and support its implementation. To facilitate near-term compliance with this policy, an interim advisory on the design of streets and subdivisions that references national guidelines and manuals will be issued as administrative policy and also will address the applicability of this policy to private development.

Guidance on Implementation

1.0 Application to City Projects

All City capital improvement and utility projects, including roadways, initiated subsequent to the adoption of this Policy, will fully integrate its Complete Streets goals and principles from the earliest project scoping and budgeting phases. All projects will be initially defined such that the overall project budget is sufficient to assure conformance with this policy.

2.0 Capital Improvement Projects

Consideration of this Complete Streets Policy and its long-range goals will be incorporated into the planning, scoping, budgeting, funding, design, approval, and implementation process for all City facilities, roadways, and right-of-way infrastructure. The Planning Department will provide coordination and support. Departments will consult the Comprehensive Plan, Capital Improvement Program, Long Range Transportation Plan, City utilities plans, and other relevant City master plans for guidance. Departments will also consult District 4 Nebraska Department of Roads (NDOR) plans for further coordination and guidance.

In planning and designing City projects within the city and growth boundary that include or impact roadways, City Departments will consult the Public Works Department and will consult City master plans and policies related to pedestrian, bicycle, transit, and vehicle transportation. All projects will strive to advance and integrate multiple goals, including a high-quality public realm, placemaking, and economic development. City projects will seek cost-saving opportunities through such integration.

Projects will anticipate opportunities to incrementally achieve fully complete streets and networks over time, and in future phases of work. Departments will take care that their work does not adversely affect the pedestrian realm and opportunities for multi-modal travel and facilities.

Projects should anticipate funding needs and seek resources to acquire necessary right-of-way and/or easements. Where the costs of acquiring right-of-way to provide separate accommodations for each mode of travel are cost-prohibitive, innovative or multi-use facilities within the existing right-of-way that accommodate both pedestrians and bicyclists may be considered, if appropriate for the roadway and its context.

For City parks projects, park land may be used for bicycle/pedestrian trails and other elements of the transportation system that provide connectivity and support people's access to parks and recreational/outdoor activities. Storm water and flood control projects may also be used for such trails and transportation projects.

City utilities and utility partners will provide guidance on ensuring that Complete Streets Policy implementation does not create public safety hazards or reductions in levels of utility service unacceptable to utility customers. Utility projects will seek to support and advance implementation of this policy and related right-of-way conditions.

3.0 Project Budgets

It is the responsibility of each project to budget appropriately for implementation of this policy, in a context-sensitive manner. This includes budgeting for right-of-way and/or easement acquisition. Where primary funding sources for City projects are narrowly constrained (e.g. restricted to utility, affordable housing, or other purposes), the City will actively pursue additional funding sources to allow implementation of this policy to a high standard.

4.0 Private Projects

In reviewing zoning, site plans, subdivision plans, planned unit developments, and other projects that include streets or private drives or other internal circulation routes, City staff will seek full compliance with the intent of this Complete Streets Policy. To ensure that its goals and principles are fully incorporated into the City of Grand Island zoning and development review process, staff across departments will receive appropriate training. The Planning Department also will provide appropriate information and education to the development community and applicants.

A system will be developed to track approvals of compliance. To assess impacts on Complete Streets, a multi-disciplinary staff team including members of the public works, planning, parks & recreation, fire, utilities, and building departments, will review such approvals annually. If City staff recommends additional measures regarding private projects, that process will include public review and input.

5.0 Complete Streets Program

The City will implement this policy through a Complete Streets Program based in the public works, parks & recreation, and planning departments. The Program will be developed and implemented in consultation with other departments and partners. It will be appropriately staffed to provide multi-modal transportation planning; it will be coordinated with City programs and initiatives for bicycling, pedestrians, transit, and trails.

The Complete Streets Program will be structured as an element of the comprehensive plan and long range transportation plan implementation and be inclusive of all relevant City Departments. The Program will facilitate citywide staff training, public education, document development and/or updates, departmental Complete Streets efforts, and other actions as necessary to fully implement this Complete Streets policy.

An interim report on the development and progress of this program will be delivered to the Grand Island City Council within 12 months of policy adoption.

6.0 Modal Networks

The City will advance projects that are needed to close gaps and to complete priority transportation networks and routes for people using each individual travel mode.

7.0 Street Design Standards

The City will refer to the following national guidelines, recognized by the Grand Island City Council:

1. Designing Walkable Urban Thoroughfares: A context sensitive approach (Institute of Transportation Engineers/Congress for the New Urbanism)
2. Urban Street Design Guide, and Urban Bikeway Design Guide (National Association of City Transportation Officials)

Flexible and innovative context-sensitive design solutions that conform to these guidelines are encouraged for both public and private projects. Updated street design standards and criteria that reflect these national guides will be developed in the course of revising the Grand Island Street Design Guidelines.

The design of roadway water quality controls and storm drain infrastructure (as required by ordinance for new roadways and major roadway reconstructions) will be incorporated into this approach.

8.0 Storm Water Guidelines

Stormwater guidelines will reflect national best practices as well as compliance with current city Post-Construction standards referenced in City policies. They shall address roadway design related to stormwater infrastructure and management for both water quality and runoff volume; the linking of trails and greenbelts with roadway networks; and other relevant sustainability, environmental, and ecosystem goals.

The integration of streets principles and metrics shall be overseen by the Engineering Division of the Public Works Department. They shall be administered as an integral part of street design and project reviews.

9.0 Staff Training

The City will provide information and training on this Complete Streets policy and its principles, and best practices for implementation, to relevant City staff across departments within 150 days of policy adoption. Continuing education inclusive of all aspects of this policy will be provided on an annual basis. The training materials will be offered to regional and City partner agencies.

10.0 Outreach and Education

The City will meet at least annually with representatives of Hall County, GIAMPO, and NDOR to review best practices in Complete Streets implementation and evaluate cross-agency efforts. Such meetings can occur in conjunction with currently scheduled GIAMPO Technical Advisory Committee and/or Policy meetings. The City and partner organizations will then provide ongoing public information and education about Complete Streets to Grand Island residents; community groups and leaders; transportation, planning, design and engineering professionals; and the private development community.

11.0 Metrics for Evaluation

Complete Streets Policy metrics will be developed, tracked, and reported. For mobility goals, they include miles of new and improved sidewalks and bicycle facilities and other measures as referenced in Complete Streets Principles section 2.6. Additional metrics that reflect the comprehensive goals of the policy will be developed within 12 months of policy adoption.

12.0 Code Amendments

City staff, including the Subdivision Review Committee, will conduct a diagnosis to identify: 1) what, if any, provisions in current code or criteria are in conflict with implementation of this Complete Streets policy, or otherwise present impediments, and 2) what code and criteria amendments are needed, if any, to address impediments or to otherwise advance the implementation of the Complete Streets policy.

Upon adoption of a major revision to the City Code by the City Council, necessary updates on this policy will be issued to create consistency with all zoning and subdivision regulations and language related to roadways, right-of-way, street classifications, overlay districts, and other applicable elements.

13.0 Roles and Responsibilities

The Grand Island Public Works, Planning, and Parks & Recreation Departments, as the joint administrators ⁱⁱⁱ of the Complete Streets Program, will have lead responsibility for implementation of this policy.

Final authority for the construction of elements in the City right-of-way, as well as reporting responsibility for exceptions granted to this policy, resides with the joint administrators. As per City Code, the following functions and programs will be assigned to the Public Works Department: city engineering; traffic engineering; street construction, maintenance and street lighting. The joint administrators will collaboratively address these goals for the community's roadways, coordinating with other City departments and partner agencies as needed.

14.0 Annual Reporting

The joint administrators will report each exception granted through the mechanism established in this policy, including City projects, and will oversee the timely public posting of such reports on the City of Grand Island website.

An annual summary report on exceptions granted will be provided to a multi-disciplinary City staff team responsible for guiding Complete Streets implementation. An annual report will be provided to the City Council. This report will be provided no later than March of the year following the report activities. Lastly, a private projects compliance approval report will be developed and reviewed annually, as referenced in section 4.0 .

Appendix A: Complete Streets Policy Development Process

- ✓ **July 2015**- Grand Island Design Team Meeting
 - Summit planning and development.
- ✓ **November 2015**- Grand Island Walking & Biking Summit
 - Complete Streets identified as a community prioritized action item.
- ✓ **January 2016**- Complete Streets Action Team established
- ✓ **February -June 2016**- Complete Streets research and learning
- ✓ **July 2016- March 2017**- Policy Development
 - Researched peer cities and current examples of Complete Streets policies in Nebraska/
 - Developed a vision.
 - Drafted a Complete Streets Policy for Grand Island, using the Omaha Complete Streets policy as a template.
 - Stakeholder engagement.

Appendix B: Proposed Complete Streets Implementation Timeline

Next Steps

- ✓ **June 2017**- Policy review by the Planning Commission
- ✓ **July 2017**- Policy adoption by Grand Island City Council

By the End of 2017

- ✓ Provide information and training on the Grand Island Complete Streets policy, Complete Streets principles, and best practices for implementation to all relevant city staff.

2018/2019

- ✓ Incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate;
- ✓ Review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets in accordance with this policy;
- ✓ Seek out and encourage staff professional development and training on non- motorized transportation issues through attending conferences, classes, seminars, and workshops;
- ✓ (On-going) Identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects;
- ✓ Report on the development and progress of the Complete Streets Program.
- ✓ Develop additional Complete Streets evaluation metrics, as needed.

2019/2020

- ✓ Develop individual numeric benchmarks for Complete Streets performance measures.

Annually

- ✓ Provide Complete Streets Annual Benchmark Report, including exceptions granted, to City Council.
- ✓ Review of private project compliance approval report.
- ✓ Review and evaluate cross-agency Complete Streets efforts in conjunction with GIAMPO Technical Advisory Committee meetings or GIAMPO policy meetings.
- ✓ Provide continuing education related to the Grand Island Complete Streets policy and principles for:
 - City staff
 - Partner organizations
 - Private developers
 - Transportation, planning, design and engineering professionals
 - General public

Appendix C: Complete Streets Resources

Best Complete Streets policies of 2015 by Smart Growth America National Complete Street Coalition

- <https://smartgrowthamerica.org/resources/best-complete-streets-policies-of-2015/>

In 2015, communities passed a total of 82 Complete Streets policies. Nationwide, a total of 899 Complete Streets policies are now in place, in all 50 states, the Commonwealth of Puerto Rico, and the District of Columbia.

- Best Complete Street Policies: Cover all users
 - Cars and motorists
 - Transit vehicles and users
 - Travelers of all ages and abilities
- Best Complete Streets Policies
 - Specify any exceptions and require high level of approval of them
 - Allow flexibility in balancing user needs
- Best Complete Street Policies
 - Apply to new and retrofit projects
 - Direct use of latest and best design standards
 - Direct the Complete Streets solutions fit in with the context of a city
 - Establishes performance standard measures of success
- Implementation from policy to practice (prompt the following changes)
 - Develop procedures
 - Streamline design manuals
 - Train planners and engineers
 - Retool measures to track outcomes

Complete Streets from Policy to Project: The Planning and Implementation of Complete Streets and Multiple Scales.

<http://www.smartgrowthamerica.org/complete-streets/a-to-z>

- Framing and positioning
- Institutionalization of Complete Streets
- Analysis and evaluations
- Project delivery and construction
- Promotion and education
- Funding
- AASHTO (American Association of State Highway and Transportation Officials)
 - Green Book
 - Ped Guide from 2004
 - Sidewalks
 - Crossing the street
 - Medians and islands
 - Intersection design
- Traffic signals
- Crosswalks
- Crosswalk marking
- Curb extensions - AASHTO sight lines
- Transit
- Bicycles

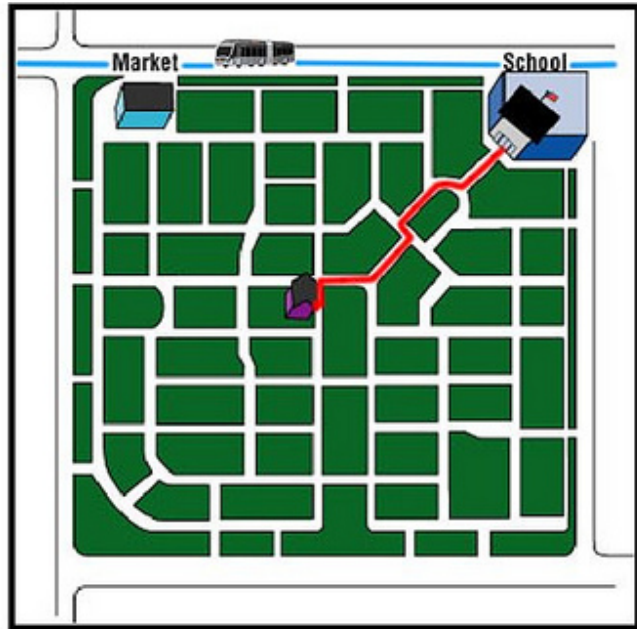
- USDOT Policy
www.fha.dot.gov/environment/bikeped/design.htm
 Bike-pedestrian ways will be established in new and reconstruction projects in all urbanized areas unless one or more of 3 conditions are met:
 - Cost
 - Absence of need for alternatives
 - Where bikes and pedestrians are prohibited
- NACTO – National Association of City Transportation Officials
 - Urban Street Design Guide
<http://nacto.org/usdg/>
- Urban Bicycling Guide
www.nacto.org/cities-for-cycling/design-guide/
- ITE - Institute of Traffic Engineers
<https://www.ite.org/>
 - Created Walkable Communities report with case studies
<http://www.ite.org/css/>
- Federal Highway Administration (FHWA) Office of Infrastructure and Office of Planning, Environment and Realty
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm
- Transportation's Changing Role in the Community
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_nonmotor/policy/
<http://www.rethinkingstreets.com/download.html>
- Small Town and Rural Design Guide
<http://ruraldesignguide.com/>
- Manual on Uniform Traffic Control Devices
<http://mutcd.fhwa.dot.gov/>
- International Fire Code- Appendix D: Fire Apparatus Access Roads
http://codes.iccsafe.org/app/book/content/2015-I-Codes/2015_IFC_HTML/Appendix%20D.html

Appendix D: Complete Streets Definitions

ⁱ **Connected Routes:** Points where multiple modes of transportation interact within a transportation network.



Driving-only transportation pattern



Walkable connected transportation network

ⁱⁱ **Routine Maintenance:** As stated in Title 428, Chapter 2, Section 003 of the Nebraska Administrative Code, routine maintenance is defined as the preservation and upkeep of a highway, road or street including all its elements, in a condition as near as is practical to the original or as constructed condition in order to provide the road user with a safe and convenient highway facility.

ⁱⁱⁱ **Joint Administrators:** Representatives from the Grand Island Public Works, Planning, and Parks & Recreation Departments responsible for the coordination and administration for the Grand Island Complete Streets Program.