



GIAMPO – Technical Advisory Committee

Monday, July 9, 2018

**10:00 am @ City Hall- Community Meeting Room
100 E 1st Street, Grand Island, NE 68801**

AGENDA

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 that wants to find out what those are is welcome to read through them.
2. Roll Call
3. Approval of Minutes from the May 21, 2018 Technical Advisory Committee Meeting
4. Approval Recommendation of MPO Targets for NHS Travel Time Reliability and Freight Reliability Performance Measures
5. Discussion on Revising the LRTP Fiscally Constrained Highway Project Listing
6. Next Meeting
7. Adjournment

***Special Accommodations:** Please notify the City of Grand Island at 308-385-5444 if you require special accommodations to attend this meeting (i.e., interpreter services, large print, reader, hearing assistance).*

Technical Advisory Committee

Monday, July 9, 2018

Regular Session

Item C1

Approval of Minutes from the May 21, 2018 Technical Advisory Committee Meeting

Staff Contact: Chad Nabity, Regional Planning Director

GRAND ISLAND AREA METROPOLITAN PLANNING ORGANIZATION (GIAMPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MINUTES

May 21, 2018 at 10:00 am

Grand Island City Hall – Community Meeting Room

100 E 1st Street, Grand Island, NE 68801

Voting Members in Attendance:

Keith Kurz, City of Grand Island, Assistant Public Works Director	Present
John Collins, City of Grand Island, Public Works Director	Present
Marlan Ferguson, City of Grand Island, City Administrator	Present
Chad Nabity, Hall County Regional Planning Director	Present
Steve Riehle, Hall County Public Works Director	Present
Mike Meyer, Merrick County Hwy Superintendent	Absent
Wes Wahlgren, NDOT District 4 Engineer	Present
Mark Fischer, NDOT Highway Planning Manager Designee	Present
Ramona Schafer, Village of Alda	Absent
Mike Olson, Central Nebraska Regional Airport	Absent
Charley Falmlen, City of Grand Island Transit Program Manager	Present

Non-Voting Members in Attendance:

Bentley Tomlin, Burling Northern Santa Fe Railroad	Absent
Allan Zafft, City of Grand Island MPO Program Manager	Present
Shannon Callahan, City of Grand Island Street Superintendent	Absent
VACANT, City of Grand Island Finance Director	Absent
William Clingman, City of Grand Island Asst. Finance Director	Absent
Catrina DeLosh, City of Grand Island Public Works Admin Assistant	Present
Tim Golka, City of Grand Island Project Manager	Present
Jerry Janulewicz, City of Grand Island City Attorney	Absent
VACANT, City of Grand Island Assistant to the City Administrator	Absent
Erich Hines, FHWA, Transportation Planner, Realty Civil Rights	Absent
Justin Luther, FHWA, Transportation Planner, Realty, Civil Rights	Absent
VACANT, FTA Community Planner	Absent
Logan Daniels, FTA Transportation Program Specialist	Absent
Daniel Nguyen, FTA Community Planner	Absent
Cindy Johnson, Grand Island Area Chamber of Commerce	Absent
Mary Berlie, Grand Island Area Economic Development Corporation	Absent
VACANT, NDOT Local Projects Engineer	Absent
Kaine McClelland, NDOT State Modeler	Absent
Mark Fischer, NDOT Assistant Planning Engineer	Present
Jeff Soula, NDOT Local Projects Urban Engineer	Absent
Kyle Nodgaard, Union Pacific Railroad	Absent
Kelli O'Brien, Union Pacific Railroad	Absent

Others in Attendance:

Todd McCoy, City of Grand Island Parks and Recreation Director

Matt Rief, Olsson Associates

Marty Shukert, RDG Planning & Design

Call to Order

Nabity called the meeting to order at 10:04 am. The Nebraska Open Meetings Act was acknowledged.

Roll Call

Roll call was taken.

Approval of Minutes from the April 9, 2018 Technical Advisory Committee

Motion by Wahlgren to approve the minutes of the April 9, 2018 meeting, seconded by Ferguson. Upon voice vote, all voted aye. Motion adopted.

Discussion on Long Range Transportation Plan Revisions Relating to Highway Funding Projections and Fiscally Constrained Projects

Zafft informed the committee there have been revisions to financial projections, with amended dates of 2016-2040. The revised total available highway revenue is about \$81 million less than the projected amount in the original plan. No federal funding increases were accounted for, nor were any state project commitments past 2022 in the original plan. Zafft went over the Existing Long Range Transportation Plan scenario and Status Quo scenario handouts that showed the remaining available highway revenue after projects costs and operation & maintenance expenditures. The local projects costs were revised to account for non-regional related costs in the Capital Improvement Program, and the local operation and maintenance expenditures were updated. The Existing Long Range Transportation Plan has a deficit of \$75.81 million, and the Status Quo has a deficit of \$137.14 million. Zafft indicated that the fiscally constrained project listing should be revised, so there is no longer a deficit.

At the next TAC meeting, TAC members will evaluate the fiscally constrained project listing to decide which projects to remove. Wahlgren requested information be supplied to the committee in regards to traffic counts, crash data, truck counts, pavement management data and maintenance costs for each project so as to aid in prioritization. Zafft will provide information for each of the projects prior to the next TAC meeting.

MPO Financial Update

Zafft provided an update for State Fiscal Year 2018 - Third Quarter (January 1, 2018 – March 31, 2018).

Approval Recommendation of Draft Bicycle and Pedestrian Master Plan

Marty Shukert of RDG Planning & Design presented the draft Bicycle and Pedestrian Master Plan to the committee. A public comment period will begin May 24, 2018, with an open house held on May 29, 2018 at the Grand Island Public Library, to gather input on such plan.

Motion by Collins to approve the Bicycle and Pedestrian Master Plan, with Kurz seconding. Upon voice vote, all voted aye. Motion adopted.

Next Meeting Date

The next Meeting of the TAC will be on June 11, 2018 at 10:00 am.

Adjournment

There being no further business, Nabity adjourned the meeting at 11:08 am.

Technical Advisory Committee

Monday, July 9, 2018

Regular Session

Item H1

Approval Recommendation of MPO Targets for NHS Travel Time Reliability and Freight Reliability Performance Measures

Staff Contact: Allan Zafft, MPO Program Manager

ISSUE

VOTE: MPO Targets for NHS Travel Time Reliability and Freight Reliability Performance Measures

BACKGROUND

The current and previous federal transportation bills, FAST Act and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.

Final USDOT rules related to TPM established performance measures for system performance and freight (PM3), which are two performance measures for NHS Travel Time Reliability and one performance measure for Freight Reliability (see attached TPM fact sheet). State DOTs were required to establish performance targets for these measures by May 20, 2018. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. Therefore, all Nebraska MPOs must adopt targets for NHS Travel Time Reliability and Freight Reliability performance measures by November 17, 2018. After two years there will be a mid-point review, at which point the targets could be adjusted for NDOT and MPOs based on collected data. State DOTs will establish targets every four years.

GIAMPO staff recommends the support of the NDOT NHS Travel Time Reliability and Freight Reliability performance targets (see attached Nebraska PM3 Performance Measures and Target Setting) as the most prudent alternative. The core reasons to not establishing regional targets include the following:

- GIAMPO region outperforms the State on all performance measures.
- Only a very small portion of the GIAMPO system is unreliable with regards to NHS Travel Time Reliability.
- Truck travel in the region is very reliable with a Freight Reliability value of 1.08.
- The Interstate and Non-Interstate NHS routes in the GIAMPO metropolitan planning area are State NHS routes.

POLICY CONSIDERATIONS/DISCUSSION

With supporting the statewide targets, GIAMPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of the NDOT NHS Travel Time Reliability and Freight Reliability performance targets. These targets will ultimately be integrated into the GIAMPO Long Range Transportation Plan and Transportation Improvement Program.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve to support state targets as the MPO NHS Travel Time Reliability and Freight Reliability performance targets for the GIAMPO metropolitan planning area.

STAFF CONTACTS

Allan Zafft

TRANSPORTATION PERFORMANCE MANAGEMENT

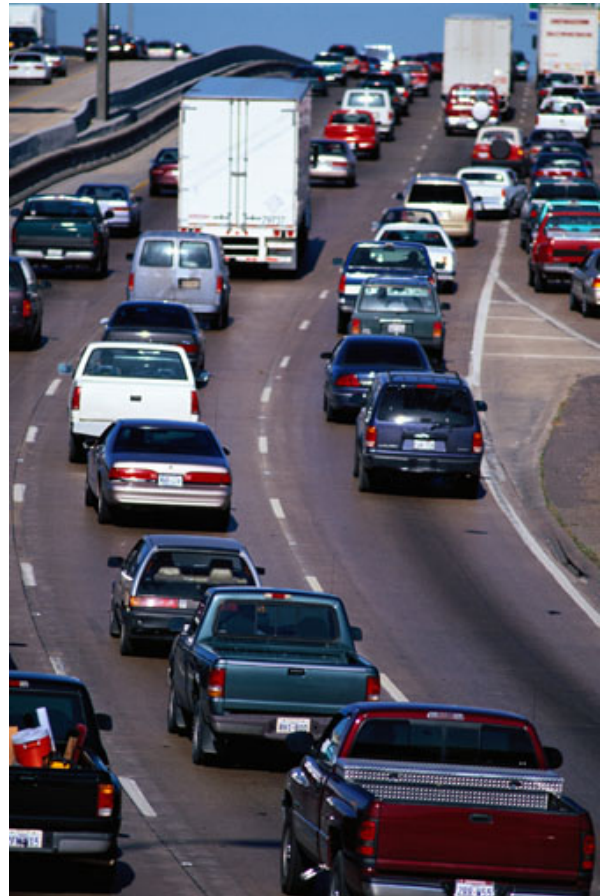


The Federal Highway Administration (FHWA) has finalized six interrelated performance rulemakings to implement the TPM framework established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

Collectively, the rules address challenges facing the U.S. transportation system, including:

- improving safety
- maintaining infrastructure condition
- reducing traffic congestion
- improving efficiency of the system and freight movement
- protecting the environment and
- reducing delays in project delivery.

The rules establish national performance measures; State Departments of Transportation (DOTs)



and metropolitan planning organizations (MPOs) will establish targets for applicable measures. New and existing plans will document the strategies and investments used to achieve the targets; progress toward the targets will be reported through new and existing mechanisms.

Learn more at the FHWA TPM web site:

[\(http://www.fhwa.dot.gov/tpm/\)](http://www.fhwa.dot.gov/tpm/)



U.S. Department of Transportation
Federal Highway Administration

NHS Travel Time Reliability Measures



WHAT: Measurement of travel time reliability on the Interstate and non-Interstate National Highway System (NHS). Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. [See 23 CFR 490.507(a)]

WHEN: Implementation differs for the Interstate and non-Interstate NHS measures for the first performance period. State DOTs must establish 2- and 4-year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by **May 20, 2018**. Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**. For the first performance period only, there is no requirement for States to report baseline condition/performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on **January 1, 2022**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

Note: The FHWA is preparing guidance on how all rules should be implemented.



U.S. Department of Transportation
Federal Highway Administration

Freight Reliability Measure



WHAT: Measurement of travel time reliability on the Interstate System (Truck Travel Time Reliability (TTTR) Index). Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: State DOTs and MPOs.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including freight movement on the Interstate. The measure considers factors that are unique to this industry, such as the use of the system during all hours of the day and the need to consider more extreme impacts to the system in planning for on-time arrivals. [23 CFR 490.607]

WHEN: State DOTs must establish 2- and 4-year targets by **May 20, 2018**. Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Freight movement will be assessed by the TTTR Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

State DOTs and MPOs will have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS) as data set includes truck travel times for the full Interstate System. State DOTs and MPOs may use an equivalent data set if they prefer.

Note: The FHWA is preparing guidance on how all rules should be implemented.



U.S. Department of Transportation
Federal Highway Administration

Nebraska PM3 Performance Measures and Target Setting

Performance measures for system performance and freight (PM3) includes two performance measures for National Highway System (NHS) Travel Time Reliability (Percent of Person-Miles Traveled on the Interstate That Are Reliable and the Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable) and one performance measure for Freight Reliability (Freight Reliability on the Interstate).

The majority of Nebraska's highway system performs exceptionally well, with only minor reliability challenges in the State's largest metropolitan area: the Omaha-Council Bluffs region. At the statewide level, nearly 99 percent of Nebraska's Interstate system provides for reliable travel, nearly 93 percent of the Non-Interstate NHS provides for reliable travel, and freight reliability is measured at 1.10, which suggests that on average the worst truck travel times are only about 10 percent higher than median truck travel times.

Since historic travel time data was not available, internal and external factors were considered throughout the target-setting process. These include population and employment growth, vehicle miles traveled, and projects programmed in the 2018 – 2021 Statewide Transportation Improvement Program and MPO Transportation Improvement Programs. The target-setting approach assumes that although increased usage is expected on the system, existing high levels of performance and planned improvements will enable Nebraska Department of Transportation (NDOT) to maintain current performance levels through 2022.

As such, NDOT's highway system performance measure targets are as follows:

Table 1 Nebraska 2018 PM3 Targets

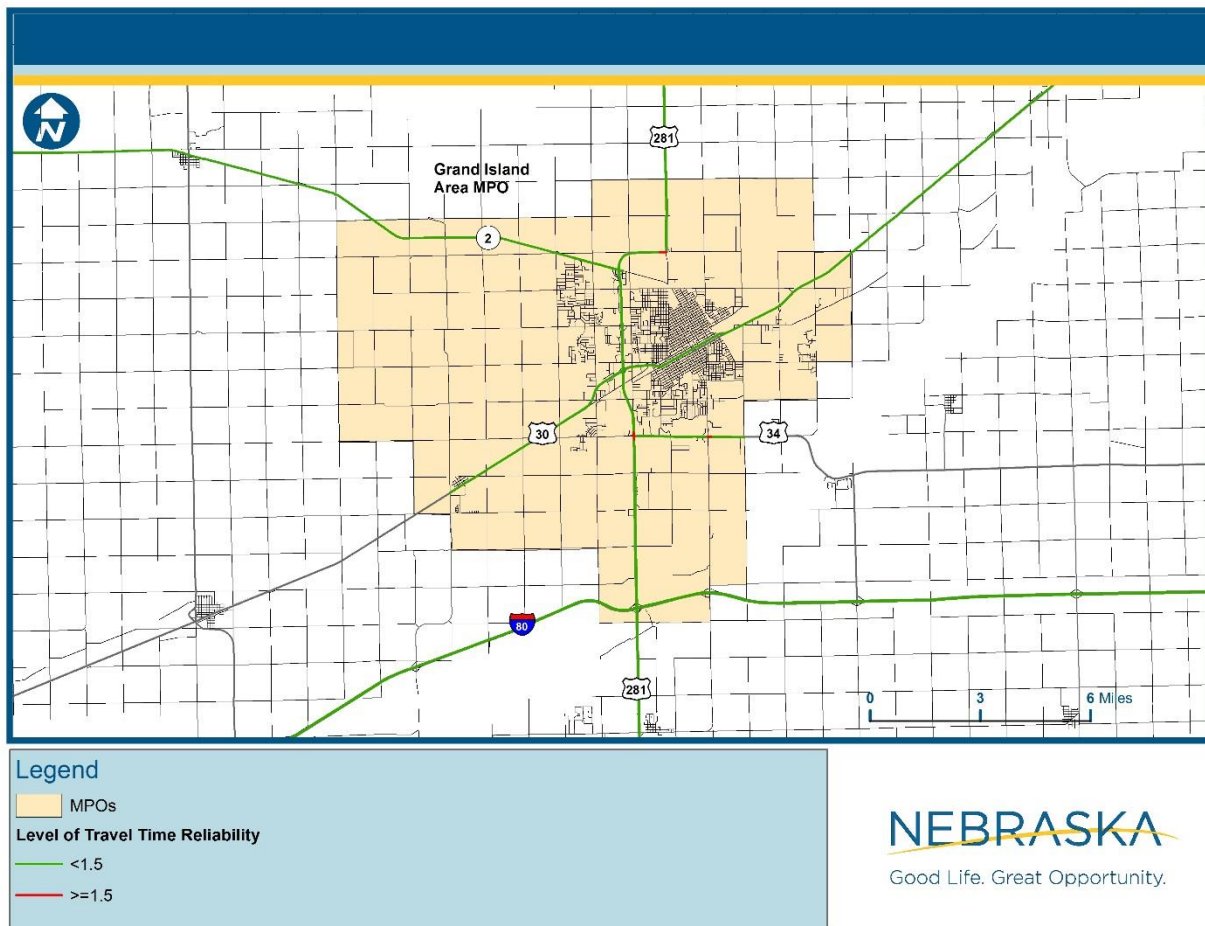
Performance Measure	Target
Percent of Person-Miles Traveled on the Interstate That Are Reliable	98.9%
Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	92.6%
Freight Reliability	1.10

Source: Nebraska Department of Transportation; Cambridge Systematics, Inc. analysis, 2018.

System Performance Measure Results – Grand Island Area MPO

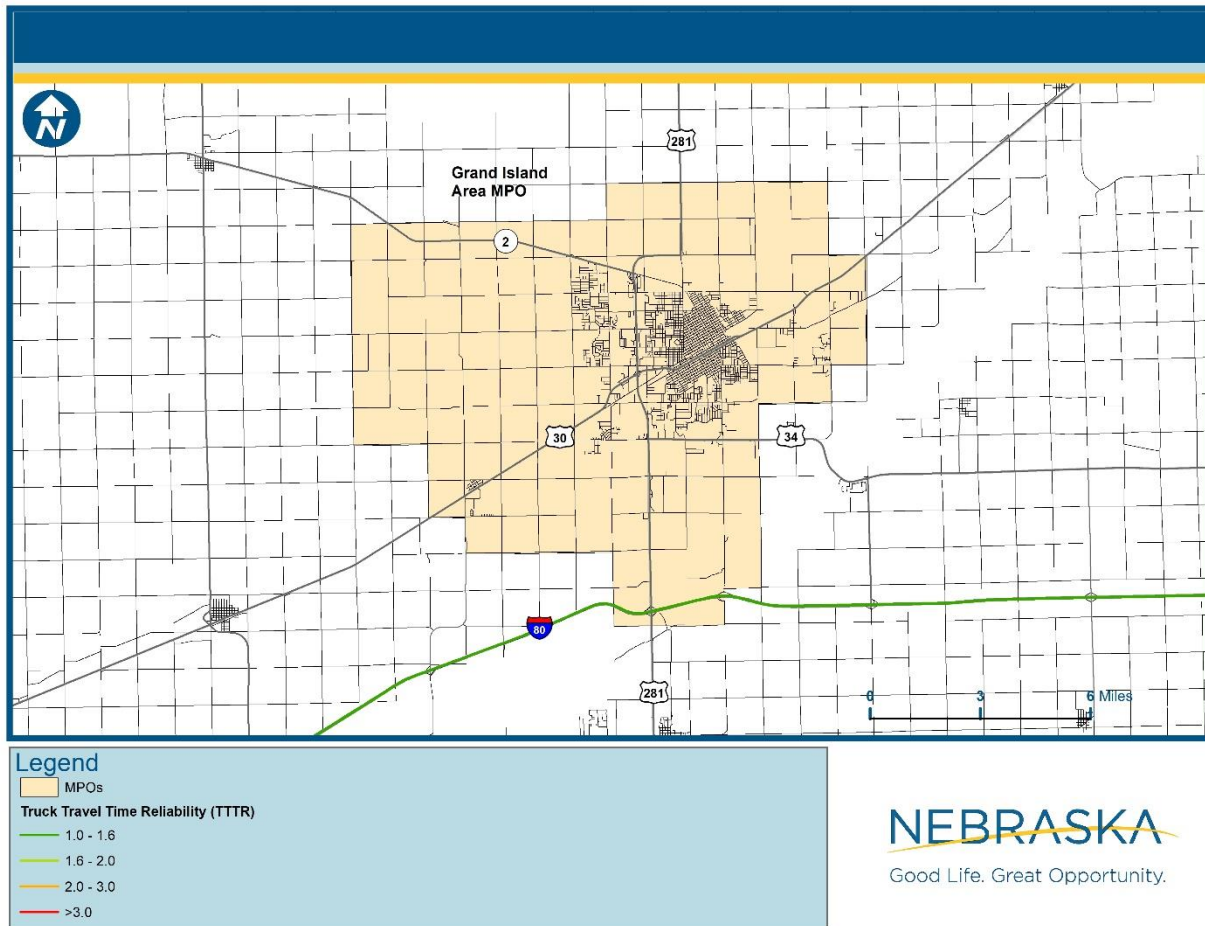
The Grand Island Area MPO region outperforms the State on all performance measures. As shown in Figure 1, only a very small portion of the Grand Island Area MPO's system is unreliable. These include the intersections of US 281 with Airport Rd. and US 281 with US 34. Figure 2 shows that truck travel in the region is very reliable with a Freight Reliability value of 1.08.

Figure 1 Maximum Level of Travel Time Reliability (LOTTR) Across Time Periods in the Grand Island Area MPO Region



Source: National Performance Management Research Data Set; Cambridge Systematics, Inc. analysis, 2018.

Figure 2 Maximum Truck Travel Time Reliability (TTTR) Across Time Periods in the Grand Island Area MPO Region



Source: National Performance Management Research Data Set; Cambridge Systematics, Inc. analysis, 2018.

Technical Advisory Committee

Monday, July 9, 2018

Regular Session

Item J1

Discussion on Revising the LRTP Fiscally Constrained Highway Project Listing

Staff Contact: John Collins PE, Public Works Director

GIAMPO Memo

To: Technical Advisory Committee

From: Allan Zafft, MPO Program Manager

Date: June 22, 2018

Subject: LRTP Fiscally Constrained Highway Project Listing

During the May 21 TAC meeting, I discussed the revisions to the highway financial projections in the Long Range Transportation Plan (LRTP). In summary, the anticipated expenditures (Operation & Maintenance Costs, Non-Regional Related Costs, Committed Transportation Improvement Program Projects, and Fiscally Constrained Projects) exceed the anticipated revenue. Therefore, several projects need to be removed from the Fiscally Constrained Highway Project Listing to balance the LRTP.

There is an estimated \$14,886 million available for use towards Fiscally Constrained Projects. At the July 9 TAC meeting, the TAC will evaluate the Fiscally Constrained Highway Project Listing to decide which projects to remove from the list. Enclosed is a packet that includes the Fiscally Constrained Highway Project Listing. This packet includes the following information:

- Pages 1-2, GIAMPO Fiscally Constrained Project Listing 2021-2025
- Pages 3-4, GIAMPO Fiscally Constrained Project Listing 2026-2040
 - Pages 1-4 show the following information for each project – Project ID, Project Name, Project Description, From and To, Jurisdiction, Total Cost (\$1,000) for Current Year, Future Year 2021-2025, and Future Year 2026-2040, Length, Functional Classification, Traffic Count, Crashes (2012-2016), Congestion 2025 E+C, Congestion 2040 E+C, and Pavement Condition.
 - The Total Cost (\$1,000) for Future Year 2021-2025 will be the amount used to decide which projects to remove from the Fiscally Constrained Project Listing.
- Page 5, GIAMPO Illustrative Project Listing
 - Page 5 shows less information on each project because the LRTP has already identified these projects as being outside the anticipated revenues in the future.
- Figure 5-2: Traffic Congestion on Year 2025 Existing Plus Committed Network
- Figure 5-3: Traffic Congestion on Year 2040 Existing Plus Committed Network
 - During the development of the LRTP, the travel demand model identified locations of traffic congestion that could be expected in the year 2025 and 2040, if only the following committed projected were constructed – Capital Avenue widening between Webb Rd and Broadwell Ave, US-30 Realignment, Stolley Park

Page 1 of 2

Reconfiguration, and I-80 Interchanges – Deployment of Automated Gate Systems and CCTV Cameras. The locations of expected traffic congestion are shown in Figure 5-2 for year 2025 and Figure 5-3 for year 2040.

- Map of LRTP Project Listing 2021-2040
 - This map shows the location of each project in the Fiscally Constrained Project Listing for 2021-2025 and 2026-2040. Project Name: Intersection Improvements is excluded from the map.

Please review the enclosed packet of information prior to the July 9 TAC meeting.

GIAMPO Fiscally Constrained Project Listing 2021-2025									
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year 2021-2025	Total Cost (\$1,000) Future Year 2026-2040	Available Fiscal Constrained (\$1,000)
2016 - 2025									\$14,886
B-2a	Old Potash Highway	Widen to 5 lanes	Claude Road	Webb Road	Grand Island	\$4,559	\$6,000	\$8,881	
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,500	\$4,606	\$6,818	
B-3a	Stuhr Road	Widen to 3 lanes	US-30	BNSF RR	Grand Island	\$9,656	\$12,707	\$18,810	
B-8	Husker Highway	Widen to 3 lanes	US-281	North Road	Grand Island	\$4,947	\$6,510	\$9,637	
B-7	Stolley Park Road	Widen to 3 lanes	Fair Ground Entrance	Stuhr Road	Grand Island	\$2,183	\$2,873	\$4,252	
B-1a	Capital Avenue	Widen to 5 lanes	Broadwell Avenue	BNSF RR/Oak Street	Grand Island	\$3,438	\$4,524	\$6,697	
B-6	13th Street	Widen to 3 lanes	West of US-281	Independence Avenue	Grand Island	\$4,193	\$5,518	\$8,168	
17	Locust Street	Reconstruct	Koenig Street	Fonner Park Road	Grand Island	\$3,800	\$5,000	\$7,401	
					Total 2021-2025	\$36,276	\$47,739	\$70,665	\$14,886

GIAMPO Fiscally Constrained Project Listing 2021-2025								
Project ID	Project Name	Length (SLM)	Functional Classification	Traffic Count	Crashes (2012-2016)	Congestion 2025 E+C*	Congestion 2040 E+C**	Pavement Condition***
B-2a	Old Potash Highway	0.5	Major Collector	6,088 - 9,611	149	Near Congestion - East of Kaufman to Webb	Near Congestion - Claude to west of Diers, east of Wilmar to Webb; Congestion - west of Diers to east of Wilmar	Claude to Diers (89-91 Excellent), Diers to US-281 S (73 Good), US-281 N to Webb (45-47 Marginal)
	Intersection Improvements	-	-	-	-	-	-	-
B-3a	Stuhr Road	0.6	Minor Arterial	5,382-7,547	97	Congestion - US-30 to Swift	Near Congestion - BNSF RR to Swift; Congestion - Swift to US-30	US-30 E to Bismark (77-79 Very Good)
B-8	Husker Highway	1.0	Minor Arterial	4,590	67	-	-	North to US-281 S (88-91 Excellent)
B-7	Stolley Park Road	0.6	Minor Collector	3,621	9	-	-	Kingswood to Stuhr (57 Fair)
B-1a	Capital Avenue	0.6	Minor Arterial	7,691-9,577	54	Near Congestion - BNSF RR to Sycamore; Congestion - Sycamore to Broadwell	Near Congestion - BNSF RR to Sycamore; Congestion - Sycamore to Broadwell	Broadwell to Ashley Park (94 Excellent), Broadwell to Locust (77-80 Very Good), Locust to Oak (54-57 Marginal-Fair)
B-6	13th Street	1.3	Minor Arterial	3,025-5,186	80	-	-	Branding Iron Redwood (72 Good), Redwood to Cedar Ridge (75-81 Very Good), Cedar Ridge to Diers (59 Fair), Diers to US-281 N (67 Good)
17	Locust Street	0.8	Minor Arterial	12,431 - 16,972	122	-	Near Congestion - Fonner Park to South	SB - Walnut to Louise (81 V Good), Louise to Schuff (67 Good), Schuff to John (84 V Good), John to Anna (86 Excellent), Anna to Phoenix (75-76 V Good), Phoenix to Anderson (55-64 Fair), Anderson to South (71 Good), South to Fonner Park (75 V Good); NB - Koenig to Ashton (79-81 V Good), Ashton to Schuff (65 Good), Schuff to Delaware (55-64 Fair), Delaware to Anderson (77 V Good) Anderson to South (71 Good), South to Fonner Park (61 Fair)

* Congestion 2025 Existing + Committed Network (Figure 5.2 map)

** Congestion 2040 Existing + Committed Network (Figure 5.3 map)

***Pavement Condition: 85-100 Excellent, 75-84 Very Good, 65-74 Good, 55-64 Fair, 45-54 Marginal, 30-44 Poor, 0-29 Very Poor

GIAMPO Fiscally Constrained Project Listing 2026-2040									
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year 2021-2025	Total Cost (\$1,000) Future Year 2026-2040	Available Fiscal Constrained (\$1,000)
2026-2040									\$14,886*
B-4	North Road	Widen to 3 lanes	Highway 2	Old Potash Highway	Grand Island	\$11,081	\$14,583	\$21,586	
	Intersection Improvements	Improvements at various intersections	Various	Various	Grand Island	\$3,764	\$4,953	\$7,332	
2	Stuhr Bridges over BNSF and UPRR	Engineering			Grand Island	\$2,048	\$2,695	\$3,990	
B-3b	Stuhr Road	Widen to 3 lanes	BNSF RR	US-34	Grand Island	\$9,656	\$12,707	\$18,810	
B-1b	Capital Avenue	Widen to 3 lanes	BNSF RR/Oak Street	St Paul Road	Grand Island	\$1,781	\$2,344	\$3,469	
B-1c	Capital Avenue	Widen to 3 lanes	Dairy Queen	Engleman Road	Grand Island	\$5,700	\$7,501	\$11,104	
B-2b	Old Potash Highway	Widen to 3 lanes	Engleman Road	Claude Road	Grand Island	\$5,269	\$6,934	\$10,264	
4	Broadwell over UPRR and Broadwell Extension	Broadwell Avenue Widening (5-lane)	Faidley Avenue	Third Street	Grand Island	\$3,900	\$5,132	\$7,597	
5		Broadwell UPRR bridge				\$13,000	\$17,108	\$25,324	
6		Broadwell Extension (3-lane)	Anna Street	Adams Street		\$4,900	\$6,448	\$9,545	
11	13th St. - 10th St. Connector	Reconstruct	W 13th Street	10th Street	Grand Island	\$600	\$790	\$1,169	
				Total 2026-2040		\$61,699	\$81,196	\$120,190	\$14,886

* Carryover amount from 2021-2025

GIAMPO Fiscally Constrained Project Listing 2026-2040								
Project ID	Project Name	Length (SLM)	Functional Classification	Traffic Count	Crashes (2012-2016)	Congestion 2025 E+C*	Congestion 2040 E+C**	Pavement Condition***
B-4	North Road	2.7	Minor Arterial	2,695 - 5,854	75	-	-	Hwy 2 to Montana (66 Good), Montana to Kay (55-61 Fair), Kay to Norseman (53 Marginal), Norseman to Boston (42 Poor), Boston to Manchester (55-64 Fair), Manchester to Cannon (50 Marginal), Cannon to 13th (91-98 Excellent), 13th to Driftwood (61 Fair), Driftwood to Greenwood (54 Marginal), Greenwood to Old Potash (57-64 Fair)
	Intersection Improvements	-	-	-	-	-	-	-
2	Stuhr Bridges over BNSF and UPRR	-	Minor Arterial (BNFS)	5,382-7,547	6 (BNSF)	-	Near Congestion - BNSF	-
B-3b	Stuhr Road	2.4	Minor Arterial/Major Collector	5,382-6,234	48	-	-	Swift to Bismark (79 V Good), Bismark to Sunset (71-72 Good), Sunset to Hall (77 V Good), Hall to Nebraska (74 Good), Nebraska to Fonner Park (76 V Good), Fonner Park to Stolley Park (60 Fair), Stolley Park to US-34 (46-51 Marginal)
B-1b	Capital Avenue	0.4	Minor Arterial	7,691	17	Near Congestion - BNSF RR to Illinois	Near Congestion - BNSF RR to Illinois	Oak to Capital Trailer (51 Marginal), Capital Trailer to St. Paul (57-64 Fair)
B-1c	Capital Avenue	1.6	Minor Arterial	1,791-6,222	53	-	Near Congestion - Dairy Queen (Carleton) to Grove	Engleman to Northwest (82-83 V Good), Northwest to Independent (85 Excellent), Independence to Macron (78 V Good), Macron to Jay (73 Good), Jay to North (61-64 Fair), North to Grove (72 Good), Grove to Carleton (82 V Good)
B-2b	Old Potash Highway	1.5	Major Collector	1,744-6,088	21	-	-	Engleman to Buffalo Grass (86 Excellent), Buffalo Grass to Cherokee (76-77 V Good), Cherokee to North (58-64 Fair), North to Claude (92-93 Excellent)
4	Broadwell over UPRR and Broadwell Extension	0.4	Minor Arterial	9,982-12,494	178	Near Congestion - Faidley to 4th, UPRR bridge to 2nd; Congestion - 4th to UPRR bridge	Near Congestion - Faidley to 5th, UPRR bridge to 2nd; Congestion - 5th to UPRR bridge	6th to 3rd (88-93 Excellent)
5		-	Minor Arterial	9,982	20	Near Congestion and Congestion - Broadwell UPRR Bridge	Near Congestion and Congestion - Broadwell UPRR Bridge	-
6		0.3	-	-	-	Near Congestion - Anna from Broadwell to Monroe	Near Congestion - Anna from Broadwell to Monroe	-
11	13th St. - 10th St. Connector	0.3	-	-	-	-	-	-

* Congestion 2025 Existing + Committed Network (Figure 5.2 map)

** Congestion 2040 Existing + Committed Network (Figure 5.3 map)

***Pavement Condition: 85-100 Excellent, 75-84 Very Good, 65-74 Good, 55-64 Fair, 45-54 Marginal, 30-44 Poor, 0-29 Very Poor

GIAMPO Illustrative Project Listing								
Project ID	Project Name	Project Description	From	To	Jurisdiction	Total Cost (\$1,000) Current Year	Total Cost (\$1,000) Future Year	Available Fiscal Constrained (\$1,000)
Illustrative Project 2040+								
B-5	Swift Road	New 2-lane road	Talc Road	Shady Bend Road	Grand Island	\$3,150	\$6,136	
7	North Road and UPRR Bridge	Widen to 3 lanes; new 2-lane bridge	Old Potash Hwy	Husker Hwy	Grand Island	\$16,200	\$31,558	
9	Broadwell over BNSF	Widen to 5 lanes	Capital Avenue	Airport Road	Grand Island	\$14,300	\$27,856	
		Realign Old Highway 2 to connect Custer Avenue						
		New 4-lane bridge						
3	Eddy Street Extension	New 2-lane Road	Phoenix Avenue	Locust Street	Grand Island	\$3,300	\$6,428	
12	Alda Road and UPRR Bridge	New 2-lane bridge	Apollo Street	Hwy 30	Grand Island	\$11,300	\$22,012	
15	East Bypass (5-lanes)	5-lane Stolley Park Road	Locust Street	Stuhr Road	Grand Island	\$2,500	\$4,870	
		5-Lane Stuhr Road / Sky Park Road	US-34	Capital Avenue		\$11,875	\$23,133	
		5-lane Husker Hwy	US-281	Stuhr Road		\$18,750	\$36,525	
		5-lane Capital Avenue	BNSF RR/Oak Street	Sky Park Road		\$20,375	\$39,691	
16	East Bypass US-281 to I-80	4-lane Expressway	I-80	US 281	Grand Island	\$78,750	\$153,405	
2	Stuhr Road bridge over UPRR	New 4-lane bridges	Highway 30	4th Street	Grand Island	\$15,952	\$31,074	
	Stuhr Road bridge over BNSF	New 4-lane bridge			Grand Island	\$11,000	\$21,428	

Figure 5-2: Traffic Congestion on Year 2025 Existing Plus Committed Network

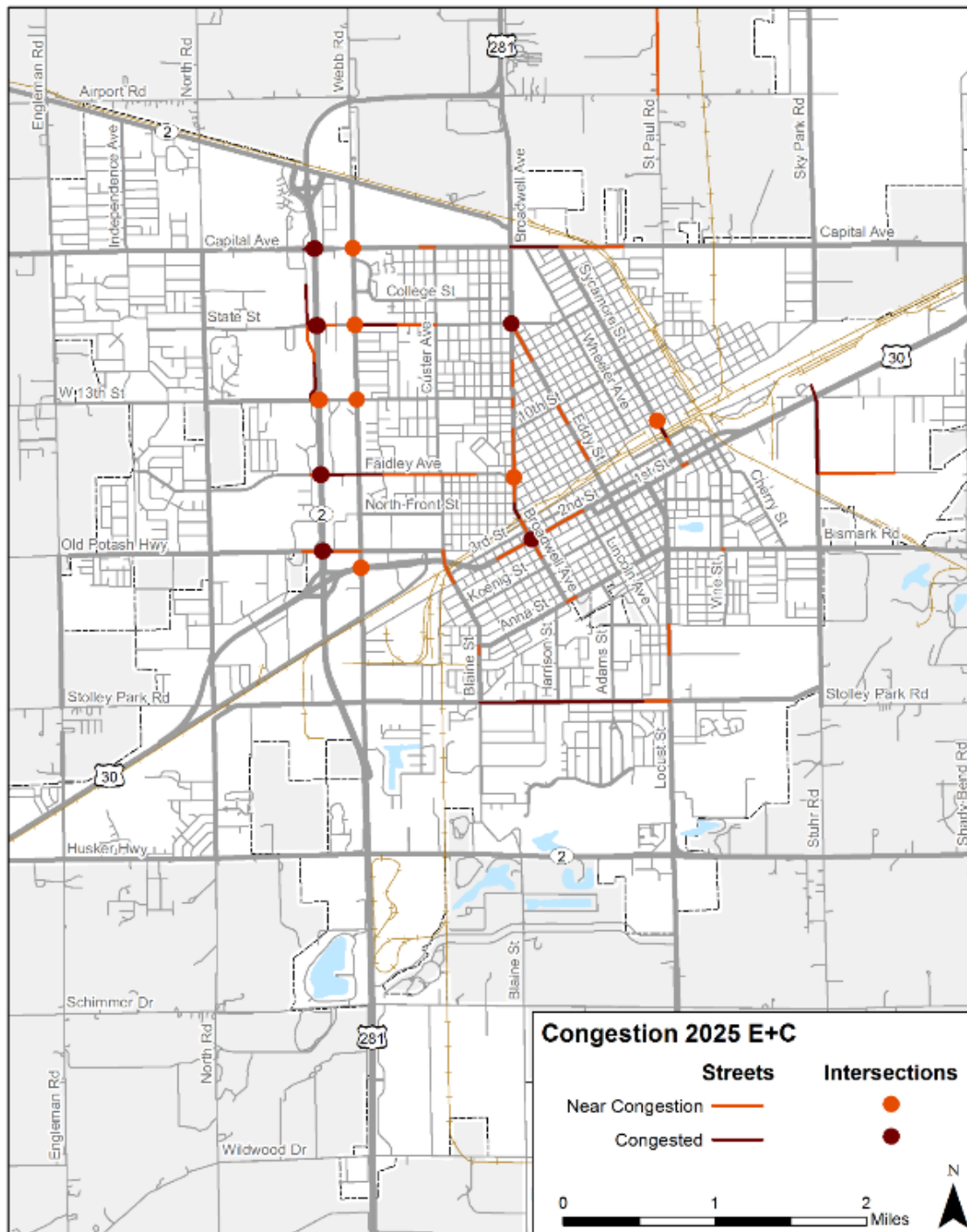
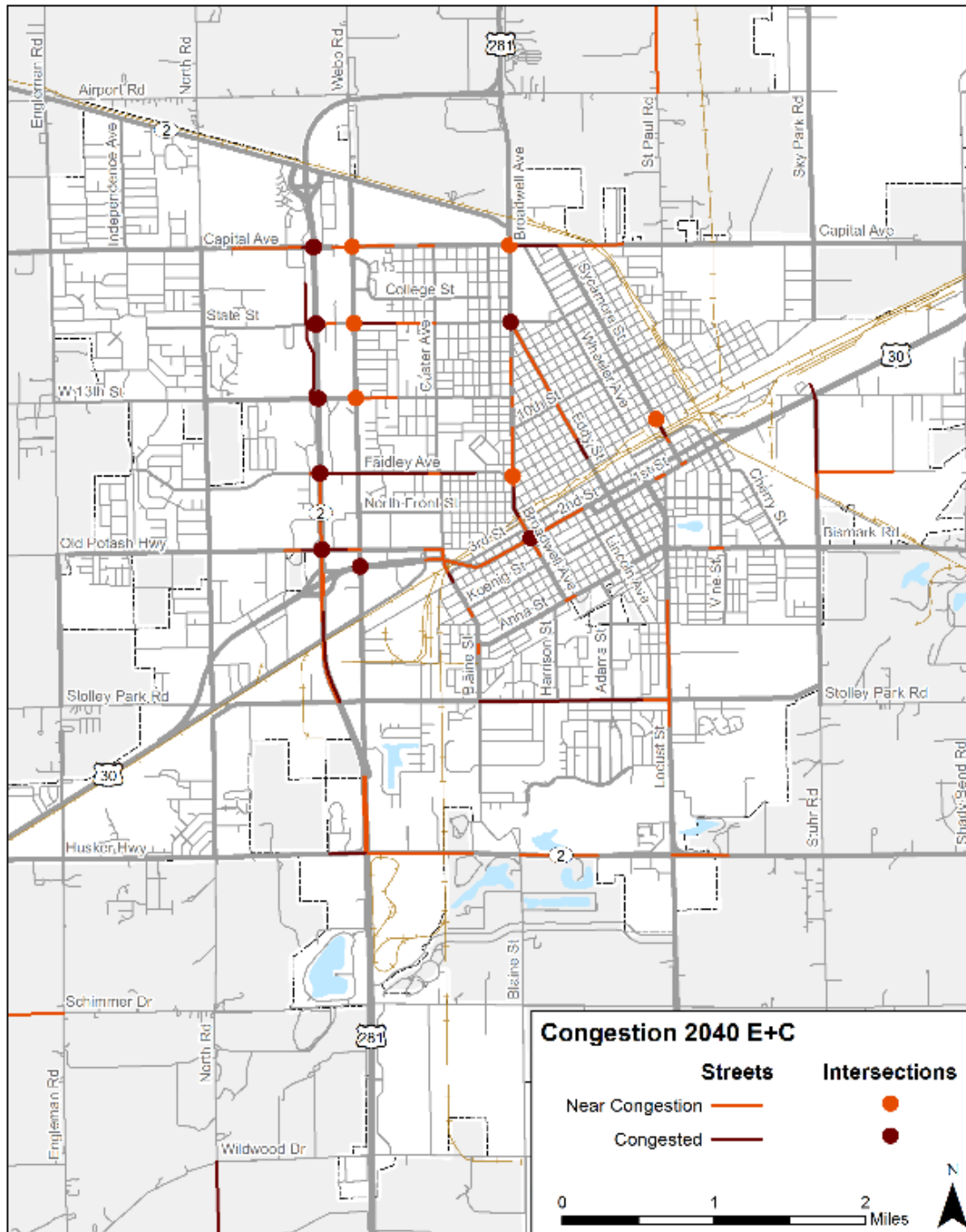


Figure 5-3: Traffic Congestion on Year 2040 Existing Plus Committed Network



L RTP Project Listing 2021 - 2040



GIAMPO



Legend

Grand Island City Limits

Railroad

Road Projects

Project ID

11

17

4

5

6

B-1a

B-1b

B-1c

B-2a

B-2b

B-3a

B-3b

B-4

B-6

B-7

B-8

