



# **City of Grand Island**

**Tuesday, February 22, 2011**

**Council Session**

## **Item G3**

**#2011-38 - Approving the Adoption of a Resolution to Revise the  
National Functional Classification**

**Staff Contact: Gary R. Mader, Interim Public Works Director**

# **Council Agenda Memo**

**From:** Scott Griepenstroh, Public Works Project Manager

**Meeting:** February 22, 2011

**Subject:** Approving the Adoption of a Resolution to Revise the National Functional Classification

**Item #'s:** G-3

**Presenter(s):** Gary R. Mader, Interim Public Works Director

## **Background**

The Surface Transportation Program – Urban (STP-Urban) provides funding that may be used by Local Public Agencies for transportation projects on any Federal-aid roadway route. These Federal funds are available to finance up to 80% of eligible project costs with a minimum 20% match from the Local Public Agency.

To be on the Federal Aid roadway route and eligible for STP-Urban funds, the roadway must be classified as an arterial or collector and within the Municipality's urban area boundary on the National Functional Classification System. Classification of roads is determined by the Nebraska Department of Roads Planning Division.

The urban area boundary for a Municipality's National Functional Classification System does not necessarily coincide with the corporate limits; therefore concurrence from the Hall County Board is necessary. If the City Council approves this change, the matter would be presented to the Hall County Board at their March 1, 2011 board meeting.

A City Council may request the Department of Roads to revise the urban area boundary or reclassify any segment of highway, road or street for which they are responsible. The request must be submitted by the Municipality and not by an individual, Reference 39-2112 Neb. Rev. Stat. The Department of Roads will review the request and either grant or deny the request in whole or in part.

Classification change requests can be based on changes of traffic pattern, commercial and industrial development, and service to through traffic. Changes to the urban area boundary can be requested if there are different traffic patterns occurring in the urban area, planned development, or consideration of annexation.

Requests must come formally through City Council Resolution. Adjustments of the urban boundary require consent of the formal request from the County Board.

## **Discussion**

In order to anticipate planned development for the Platte Valley Industrial Park, and to incorporate the planned annexation of South Locust Street, the City is requesting NDOR to adjust the urban area boundary to include Schimmer Road and Wildwood Drive from the Platte Valley Industrial Park to Locust Street, and Locust Street south to the Interstate 80 Interchange. Adjustment of the urban area boundary will permit adding these roads to the Federal-Aid roadway route.

The following streets are being requested to be added to the Federal-Aid roadway route.

- Locust Street from the north limits of the right of way at the Locust Street Interchange to US Highway 34 (Urban Principal Arterial)
- Wildwood Drive from the west Urban Area Boundary to US Highway 281, and from the east Urban Area Boundary to Locust Street (Urban Minor Arterial)
- Schimmer Drive from the west Urban Area Boundary to Locust Street (Urban Minor Arterial)
- Blaine Street from US Highway 34 to Wildwood Drive (Urban Minor Arterial)
- Stolley Park Road from Locust Street to Stuhr Road (Urban Minor Arterial)
- State Street from US Highway 281 to North Road (Urban Minor Arterial)
- Faidley Avenue from US Highway 281 to Redwood Road, including segment planned to be constructed in 2014 (Urban Collector)
- Swift Road from Stuhr Road to Shady Bend Road, including segment planned to be constructed in 2016 (Urban Minor Arterial)

The following street is being requested to be removed from the Federal-Aid roadway route, because it is evaluated by staff as no longer meeting the criteria for Federal-Aid roadway designation.

- Koenig Street from Locust Street to Vine Street (Local Street)

## **Alternatives**

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

## **Recommendation**

City Administration recommends that the Council approve the resolution to revise the National Functional Classification.

## **Sample Motion**

Move to approve the resolution to revise the National Functional Classification.



# GRAND ISLAND

HALL COUNTY  
NEBRASKA  
POPULATION 42,954 (2000 CENSUS)  
2010

URBAN AREA MAP  
GRAND ISLAND, NEBRASKA  
REVISION: 12/2009  
DESIGNED BY: J. L. DAVIS  
US DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
ALL BORDER LINE STREETS ARE CONSIDERED  
WITHIN THE URBAN AREA EXCEPT WHERE NOTED

Revised January 12, 2010  
All Streets Not Shown: Unimproved Area, Classified Limits

**LEGEND**

**NATIONAL FUNCTIONAL CLASSIFICATION**

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local

**URBAN AREA BOUNDARY**

- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Local

**STATE HIGHWAYS**

- Gravel or Gravel Road
- Asphalt/Bituminous Surface
- Concrete/Brick Surface
- Multiple Lane Undivided Highway
- Concrete/Brick Surface

**CITY STREETS AND**

- Primitive or Unimproved
- Asphalt/Bituminous Surface
- Concrete/Brick Surface
- Interstate Numbered Routes
- U.S. Numbered Routes
- State Numbered Routes
- State Numbered Spurs
- State Numbered Links
- Major Street/Road Names

STATE STREET

FADLEY AVENUE

KOENIG STREET

SWIFT ROAD

STOLLEY PARK ROAD

BLAINE STREET

SCHIMMER DRIVE

LOCUST STREET

WILDWOOD DRIVE

FEDERAL AID ROADWAY  
PROPOSED CHANGES

URBAN AREA BOUNDARY  
PROPOSED CHANGES

SCALE IN FEET

0 500 1000





RESOLUTION  
FOR  
NATIONAL FUNCTIONAL CLASSIFICATION REVISION

WHEREAS, a system of functionally classified streets has been established in the **Grand Island** Urban Area, and

Whereas, it is the desire of the **Grand Island City Council** and **Hall County Board** to revise the existing system of functionally classified streets in order to meet the following changing conditions.

In order to anticipate future development, incorporate future annexation of these areas, and to serve through traffic it is being requested that the following areas be added to the Grand Island Urban Area and the following street classification changes be made.

Whereas, it is the desire of the **Grand Island City Council** and **Hall County Board** that the following revisions to the National Functional Classification System be submitted to the Federal Highway Administration for approval.

**Proposed Urban Boundary Changes**

Revise the urban boundary in south Grand Island by extending the limits from the urban boundary near the northeast corner of the northeast 1/4, Section 8, Township 10 North, Range 9 West, east along the southern right-of-way of Wildwood Drive to the west right of way limits of Locust Street (near the northeast corner of Section 9, Township 10 North, Range 9 West), then south along the west right of way limits of Locust Street to the north State right-of-way limits for the Locust Street Interstate 80 Interchange, then east to the east right of way limits of Locust Street, then north to the existing urban boundary near the northeast corner of the southeast 1/4, Section 33, Township 11 North, Range 9 West. The urban boundary changes are to allow for the following:

- South Locust Street development in stages for annexation
- Recent and planned development at Platte Valley Industrial Park, Section 5 T10N R9W
- Future annexation of Rainbow Lakes subdivision in north half of Section 33
- Increasing traffic volumes due to current and planned growth at the Platte Valley Industrial Park development and the Platte Generating Station

**Proposed Street Classification Changes**

Locust Street: Designate as Urban Principal Arterial from the north limits of the right of way at the Locust Street Interchange to US Highway 34.

- Serves major commercialized area of city (South Locust Street)
- Recently improved by adding two lanes to upgrade to a rural four lane divided roadway
- Carries significant volume of traffic entering and leaving the urban area
- Connects to section of city street that is within top five greatest traffic volume
- The Average Daily Traffic (ADT) from a 2009 study was 5410 ADT, which is prior to completion of the two additional lanes
- This section is currently designated a Rural Major Collector in Hall County

Wildwood Drive: Designate as Urban Minor Arterial Classification from the west Urban Limits (approximately ¼ mile west of US Highway 281) to US Highway 281, and from the current east Urban Limits to Locust Street.

- Increasing traffic volumes due to current and planned growth at the Platte Valley Industrial Park development and the Platte Generating Station
- Wildwood Drive distributes traffic from proposed and current arterials to residential and industrial destinations
- The section from the current east Urban Limits (approximately ½ mile east of US Highway 281) to Locust Street is currently designated a Rural Minor Collector in Hall County

Schimmer Drive: Designate Urban Minor Arterial Classification from the new west Urban Limits (approximately ½ mile west of US Highway 281) to Locust Street.

- Increasing traffic volumes due to current and planned growth at the Platte Valley Industrial Park development
- Schimmer Drive distributes traffic from proposed and current principal arterials to residential and industrial destinations

Blaine Street: Designate Urban Minor Arterial Classification from US Highway 34 to Wildwood Drive.

- Increasing traffic volumes due to current planned growth at the Platte Valley Industrial Park development and the Platte Generating Station
- Distributes traffic from current arterial to residential and industrial destinations

Stolley Park Road: Designate Urban Minor Arterial from Locust Street to Stuhr Road.

- Similar traffic volumes and usage as Bismark Road from Locust Street to Stuhr Road
- This street serves travel to a major activity center due to the completion of the Heartland Event Center and significant developments to accommodate the Nebraska State Fair

State Street: Designate Urban Minor Arterial from US Highway 281 to North Road.

- Similar traffic volumes and usage as 13<sup>th</sup> Street from US Highway 281 to North Road
- Similar traffic volumes and usage as Capital Avenue from US Highway 281 to North Road
- This street services significant intra-area travel from business districts and residential areas

Koenig Street: Designate on the local street system from Locust Street to Vine Street

- This street does not meet the requirements of the higher order systems
- Service to through traffic movement is discouraged

Faidley Avenue: Designate Urban Collector Classification from US Highway 281 to Redwood Road

- This proposed change includes designating a section that is scheduled for construction in 2014 from North Road to Irongate Avenue
- It is anticipated that after extending Faidley Avenue from Irongate Avenue to North Road, this section will function as an Urban Collector and distribute trips from arterials to residential neighborhoods

Swift Road: Designate Minor Arterial Classification from Stuhr Road to Shady Bend Road

- This proposed change includes designating a section that is scheduled for construction in 2016 from the east end of Swift Road to Shady Bend Road
- It is anticipated that after Swift Road is extended to Shady Bend Road, this section will function as an arterial and distribute trips from other arterials to industrial locations
- Traffic volumes will increase significantly after Swift Road is extended to Shady Bend Road as this road will serve traffic for the JBS Swift & Co. Meatpacking Plant

NOW THEREFORE, in consideration of these facts, the City Council and County Board takes the following official action:

BE IT RESOLVED THAT:

The Nebraska Department of Roads is hereby requested to prepare the necessary documents and take all necessary steps required in order to obtain approval of the above described revision to the National Functional Classification System in the **Grand Island** Urban Area.

DATED THIS **22<sup>nd</sup>** day of **February** A.D. **2011**

Adopted **February 22, 2011**

Larry Carney

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

Moved the adoption of said resolution

Roll call: \_\_\_\_\_ Yea, \_\_\_\_\_Nay

Resolution adopted, signed and billed  
as adopted

Mitch Nickerson

Kirk Ramsey

Scott Dugan

Linna Dee Donaldson

John Gericke

Chuck Haase

Peg Gilbert

Robert Niemann

Randy Gard  
City Council

Dated this 1<sup>st</sup> day of March A.D. 2011

Adopted March 1, 2011

\_\_\_\_\_  
Hall County Clerk

\_\_\_\_\_  
Chairman of the Board of Supervisors

Moved the adoption of said resolution

Roll Call: \_\_\_\_\_ Yea; \_\_\_\_\_Nay

Resolution adopted, signed and billed  
as adopted

Supervisor Arnold

Supervisor Jeffries

Supervisor Lancaster

Supervisor Schuppan

Supervisor Quandt

Supervisor Purdy

Supervisor Ziola