

Norfolk - Wisner

Project Number: S-275-6(1052)

Control Number: 32319

FINAL ENVIRONMENTAL ASSESSMENT – ERRATA

This Final Environmental Assessment has been prepared in accordance with provisions and requirements of 23 Code of Federal Regulations 771 and 774, relating to the implementation of the National Environmental Policy Act of 1969. The signatures below indicate verification that the content of the attached document/errata sheet accurately reflects the scope of this project.

**RICHARD W
FEDORA**

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for



Date

A handwritten signature in blue ink that reads "Brandie Neemann".

for
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May 20, 2024

Date

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Federal Highway Administration

Finding of No Significant Impact

for

Project Number: S-275-6(1052)

Control Number: 32319

Norfolk - Wisner

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment or natural environment. This Finding of No Significant Impact (FONSI) is based on the enclosed Final Environmental Assessment, which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, scope, and content of the attached Final Environmental Assessment.

RICHARD W FEDORA

Digitally signed by RICHARD W
FEDORA

Date: 2024.05.22 12:07:06 -05'00'

Date

Division Administrator

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Abbreviations

ACM	asbestos containing material
BMP	best management practice
CFR	Code of Federal Regulations
CIA	community impact assessment
CWA	Clean Water Act of 1972
DHHS	Department of Health and Human Services
EA	Environmental Assessment
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FR	Federal Register
HPM	Highway Project Manager
HSPP	Highway Salvage Paleontology Program
ISD	intersection sight distance
MM	mile marker
mph	miles per hour
N-	Nebraska Highway
NDEE	Nebraska Department of Environment and Energy
NDOT	Nebraska Department of Transportation
NEPA	National Environmental Policy Act
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NeSHPO	Nebraska State Historic Preservation Office
NGPC	Nebraska Game and Parks Commission
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
PEM	palustrine emergent
PM	Project Manager
PSS	palustrine scrub-shrub
ROW	right-of-way
SVE	soil vapor extraction
SWPPP	Stormwater Pollution Prevention Plan
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
US-	US Highway

USACE	US Army Corps of Engineers
USC	United States Code
USFWS	US Fish and Wildlife Service
UWAP	Unexpected Waste Action Plan
WIAS	Wetland in an Agricultural Setting

Chapter 1 Introduction

A Draft Environmental Assessment (EA) for the above-referenced project was submitted by the Nebraska Department of Transportation (NDOT) to the Federal Highway Administration (FHWA) and was signed and approved by FHWA on November 30, 2023. The Draft EA was made available at the following locations for review for a 30-day public comment period, which began on December 6, 2023, and ended on January 22, 2024:

- NDOT Headquarters (1500 Nebraska Parkway, Lincoln, NE)
- FHWA Nebraska Division (100 Centennial Mall North, Lincoln, NE)
- NDOT District 3 Headquarters (408 N. 13th Street, Norfolk, NE)
- Wisner Public Library (1015 Avenue E, Wisner, NE)
- Pilger Public Library (120 N. Main Street, Pilger, NE)

In addition, an electronic version of the Draft EA was available for review on the NDOT website at <https://dot.nebraska.gov/projects/environment/environmental-documents/>. Resource agencies, stakeholders, and other members of the public were notified via public notice and targeted mailer of the availability of the Draft EA and the public hearing. The public notification involved mailing a postcard to a distribution list of 508 residents, businesses, and public and private agencies with potential interest in the project area, including the Nebraska Trucking Association and emergency response agencies. A legal notice was placed in two newspapers recognized by the Nebraska Press Association: the Norfolk Daily News on December 6, 2023, and the West Point News on December 7, 2023.

The public hearing was held in the Wisner-Pilger Public Schools' Fine Arts Auditorium at 801 18th Street in Wisner, Nebraska, on Thursday, December 21, 2023, from 5:30 p.m. to 7:30 p.m. Temporary highway signs advertising the meeting were placed near the project location. Approximately 108 people attended the public hearing, including members of the public and personnel from NDOT, FHWA, and the consultants associated with the project. The public hearing began with an open house and continued with a formal presentation and forum for recorded public input. The presentation and public forum were followed by an open house providing additional opportunity for the public to provide input. The public was encouraged to make oral or written comments, or public statements during the hearing, if they desired.

After the public hearing, comments (written, email, phone calls) were accepted on the Draft EA until January 22, 2024. NDOT received and responded to approximately 42 public comments summarized in Chapter 2, Table 2-1 and in Appendix A.

A large number of comments were received regarding the restricted crossing U-turn intersections, also known as R-cut or J-turn intersections, at 568th Avenue, 569th Avenue, 570th Avenue, and 571st Avenue. A separate stakeholder meeting was held on January 16, 2024, with landowners and interested parties to discuss concerns with the intersections. As a result of this meeting, the proposed R-cut intersections were removed and the design modified to two-stage crossing intersections. Additional discussion about this change can be found in Chapter 3. A follow-up notification in the form of a targeted mailer was sent out to the public hearing distribution list and all other known interested parties on April 1, 2024, to inform the public of the intersection change.

This Final EA – Errata documents public comments from the public hearing and any other comments received during the 30-day review period of the Draft EA and documents any changes to the project design or analysis, as described in the Draft EA, resulting from the comments received. The Final EA –

Errata also documents the environmental review of the wetland mitigation site identified for the project.

The purpose of this Final EA – Errata is to respond to comments received during the hearing process and to provide additions or changes to the Draft EA where necessary, using this errata format. This document, in conjunction with the November 30, 2023, Draft EA document, constitutes the completed National Environmental Policy Act (NEPA) document.

Chapter 2 Public and Agency Involvement

2.1 Public Involvement

Public hearing attendees had the opportunity to submit written comments and provide verbal public testimony. Six public statements were given during the open forum. Comments were also accepted from the public via mail, email, and phone during the comment period. The Public Involvement Summary Memo is provided in Appendix A.

The memo includes the public hearing notifications, the materials presented to the public, the public hearing transcript, the public and agency comments received during the public comment period, and the official response letters. The response letters were mailed on April 1, 2024.

Table 2-1 summarizes all written and verbal public comments received at the public hearing and during the public comment period, and NDOT/FHWA responses. No agency correspondence or comments were received on the Draft EA.

2.2 Agency Coordination

Coordination with the US Army Corps of Engineers (USACE) and the Nebraska Department of Environment and Energy (NDEE) has been ongoing throughout project development. Since the publication of the Draft EA, NDOT met with USACE and NDEE on February 20, 2024, regarding project impacts and the permitting timeline. Notes from that meeting can be found in Appendix B.

NDOT submitted an application for a Section 404 Individual Permit to USACE on March 19, 2024, and the application is currently under review. NDOT also submitted a Section 401 Water quality certification request to NDEE on April 3, 2024, and the request is currently under review. Wetland mitigation is proposed at an off-site location discussed in further detail in Section 3.3.

Table 2-1. Public and Agency Comments

Comment Number	Comment	Response
Verbal Comments from the Public Forum (Full Comment in Attached Transcript)		
1	Stakeholder's question is on the traffic accommodations. On 21st Street, they believe they heard NDOT say there is a right-hand turn lane that will be out there. Asked about traffic on the left-hand -- or, coming eastbound. Asked if there will be a turn lane from the eastbound for the eastbound traffic? Repeated that a presenter had mentioned something about a right-turn lane, but for the eastbound traffic but didn't mention anything for a left-turn lane. Stated that they've had quite a few accidents out on that intersection, and if you travel from east bound, you'll notice marks on the road. Stated that there was an accident a few days ago, and there have been some accidents with injury, as it's a heavily used intersection. They would like to have a turn lane put in at the school as there are sometimes three buses turning at the same time.	Appreciated input regarding the proposed projects. Stated that the proposed design provides several improvements, particularly at intersections. Stated that left-turn lanes will be provided for US-275 intersections with Nebraska Highway 57 (N-57), Nebraska Highway 15 (N-15), Nebraska Highway 51 (N- 51), and county roads, including for eastbound US-275 at 21st St in Wisner, which will allow eastbound left-turns to occur without blocking the through lanes. Stated that offset right-turn lanes will be provided at the US-275 intersections with N-15 and 21st Street to allow right turns without blocking through lanes and to improve sight distance for the state highway and street approaches to those intersections. Thanked stakeholder for feedback and participation on the project.
2	Stakeholder stated that they'd like to know how NDOT is going to take care of landowner center pivots and if NDOT will replace them. Stated that they live on 570th Avenue, which NDOT does not plan on making a corner where cars can go each way. Stated that they've got to go down the road and come around, and would like to know if there's enough room to turn semis that way.	Appreciated input regarding the proposed projects. Stated that if impacts are anticipated, project representatives will contact landowners during the final design and right-of-way negotiation and acquisition phases, which are anticipated to occur later this year. Stated that right-of-way negotiations will include discussion of impacts to center pivot systems, in addition to land and other property impacts. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.

3	Stakeholder stated that the J turns are vastly undersized, including the current ones. Stated that they might accommodate a standard tractor-trailer, larger equipment with travels through here, and they need a bigger turning radius. Stated that they know it's probably standard by design and required, but the feels the inner shoulder needs to be more than 5 feet, for safety, especially when equipment is stuck in the ditch in the median, and also provides safety for fire and rescue.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.
4	Stakeholder stated that what the previous landowner said about J turns is exactly right. Feels that they're terribly undersized and not safe. Stated that they don't accommodate truck traffic. Stated that they have, roughly, a 65 - 70-foot long tractor-trailer combination, and feels the current turn down by Humphrey is not remotely safe. Stated that they can barely make the U-turn, and then they struggle to accelerate and remerge. Stated that it's terrible and they're supposed to have an expressway system. Stated that NDOT should be doing overpasses like those by Fremont or in Omaha. Stated that NDOT has a bypass around Lincoln and a bypass around Fremont, and they deserve a bypass or overpass, not J turns.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.
5	Stakeholder lives on 570 Avenue, and asks NDOT why J-turns aren't listed online \right now. Asked why the first acknowledgment is located at the meeting site. Asked why there wasn't more transparency to stakeholders, and if it was because NDOT was afraid they would have to relocate the J-turns. Stakeholder agrees with the statements about J-turns being unsafe. Stated that NDOT is dealing with gravel intersections, not dealing with traffic on 91. Stakeholder feels it's more of pain for the semis than having the median wide enough so drivers can get to the middle and wait. Stakeholder understands cross-traffic going 75 because they farm and own property along it.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Apologized for the difficulty encountered accessing the mosaic aerial files. Stated NDOT is allowing comments beyond the comment period deadline to accommodate this technical difficulty. Thanked stakeholder for feedback and participation on the project.

	Stated that when the four lane up by Norfolk and increased speed limit makes a difference in closing rates which drivers on the highway do not realize when coming up behind something.	
6	Stakeholder asked if a traffic study had been done on Highway 15 regarding truck traffic. Stakeholder lives in Pilger estimates 100-200 semis use Highway 15 on a daily basis, and a lot of that truck traffic has to exit and enter the intersection at US-275 and N-15. Stated that their concern is how long the exit and entry lanes are for semis. Asked if the lane is going to be long enough to hold four or five semis at a time trying to make the turn.	Appreciated input regarding the proposed projects. Stated that NDOT has performed a traffic study to determine intersection needs and turn lane lengths. Stated that some intersections would have longer turn lanes; for example, those where US-275 intersects with other state highways like N-15. Stated that as final design begins on the project, NDOT will continue to refine the intersection designs to make sure enough turn lane length is provided for deceleration and storage for trucks waiting to make their turns off US-275. Thanked stakeholder for feedback and participation on the project.

Written Comments and Phone Logs

7a

Stakeholder is General Manager/President of Farmers Cooperative headquartered in Pilger and is concerned with this project and the not so popular J Turns that are in the plans. Stated that with ag equipment, traveling down US-275 is avoided because of the traffic. Stated that with so many county roads and bridges that are not passable, operators have to cross US-275 in multiple places. Stated that it has been preached to them by state employees that the J turns are safer than just simply crossing the highway. Stakeholder believes that in this case this will be much more unsafe for employees and ag equipment.

Stated this will be unsafe for employees and very unsafe for customers during planting and harvest time.

Stakeholder is 100% in favor of the four lanes but thinks this is a 'quick fix' to get US-275 completed. Stated that this project needs to be done the correct way, with all four lanes the same elevation so operators can simply and safely cross with equipment. Aware that NDOT has likely been told this many times, but this surrounding ag community and the stakeholder have contributed many dollars into this state and that their voices and opinions need to be taken into consideration. Stated that this project will have a huge impact for years to come, and they need to have a seat at this table.

Appreciated input regarding the proposed projects.

Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st avenues to allow full access at each intersection.

Stated that NDOT plans to build the two new lanes primarily on the south side of the existing highway. Stated specifically, near the US-275 and Nebraska Highway 15 (N-15) intersection leading to Pilger, the proposed improvements would include building the two new US-275 eastbound lanes south of the existing lanes, and the intersection would be reconstructed.

Stated that a minor amount of right-of-way would be required from a few parcels north of the existing roadway. Stated that no residential or business acquisitions or relocations are anticipated. However, if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. Stated that construction is anticipated to begin in Spring 2025 with anticipated completion in 2028.

Stated that county road access may be temporarily restricted during construction; however, no two consecutive county roads will be closed

7b	Stakeholder acknowledged the US-275 project has likely been a hot topic at NDOT since the public meeting in Wisner. Expressed concern about this project and the not so popular J Turns that are in the plans. Stated that with ag equipment, traveling down US-275 is avoided because of the traffic. Stated that with so many county roads and bridges that are not passable, operators have to cross US-275 in multiple places. Stated that it has been preached to them by state employees that the J turns are safer than just simply crossing the highway. Stakeholder believes that in this case this will be much more unsafe for employees and ag equipment. Stated this will be unsafe for employees and very unsafe for customers during planting and harvest time. Stakeholder is 100% in favor of the four lanes but thinks this is a 'quick fix' to get US-275 completed. Stated that this project needs to be done the correct way, with all four lanes the same elevation so operators can simply and safely cross with equipment. Stakeholder stated that this surrounding ag community and has contributed many dollars into this state and their voices and opinions need to be taken into consideration. Stated that this project will have a huge impact for years to come, and they think they need to have a seat at this table. Stakeholder has been told there are a few individuals trying to arrange a meeting and will be a part of that, but wonder if NDOT has any suggestions or advice on what can take place from this point. Stated they're looking for some help.	at the same time. Stated that construction is not anticipated on Nebraska Highway 57 (N-57) and traffic through its intersection with US-275 would be maintained during construction. Stated that NDOT and the contractor will work with landowners regarding temporary field access during construction. Thanked stakeholder for feedback and participation on the project.
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7c	Stakeholder stated that they received a postcard in the mail about the US-275 project between N-57 and Wisner, and they have a couple of questions. Asked if NDOT plans on building on the north or south side of the existing highway, and how does NDOT plan on laying out the junction of 15/275 north of Pilger. Stated that building on the North will affect their personal property, and are concerned about that. Asked when the projected start date and completion date is. Stated they need access to gravel roads and field entrances and would like to know how that can be handled and coordinated. Stakeholder also has a liquid fertilizer plant on N-57, and the N-57 and US-275 junction is used pretty heavily in the springtime. Excited about four lanes, but trying to be as prepared.	
8a	Stakeholder is a landowner along the proposed four lanes from Wisner to Hwy 57. Stated that they own land and are also a shareholder in Bojak Inc. Stated that at the last meeting they had moved new construction by 15 south to the north side which had affected four homesites. Stakeholder asked if NDOT moved it back to south side where it had always been. Stated that they have supported the four lanes since it was first talked about in a meeting in Pilger in 1985.	Appreciated input regarding the proposed projects. Stated that NDOT plans to construct the two new lanes on the south side of the existing highway. Stated that between 575th Avenue in Stanton County and 2nd Road in Cuming County, the eastbound lanes would shift further to the south to avoid a waterway in the south ditch of the existing roadway. Stated that right-of-way would be acquired, primarily south of the existing roadway. Stated that NDOT's access policy places limitations on how close driveways can be to intersections and to each other. Stated that since the 1/2 mile access between 573rd and 574th avenues was too close to the adjoining property accesses, a consolidated drive serving their residence was proposed. However, project representatives will contact landowners during the final design and right- of-way acquisition phases, anticipated to occur this year. Stated that these discussions would include right-of-way negotiations to refine property access. Thanked stakeholder for feedback and participation on the project.

8b	Stakeholder stated they support this project and realize the need. Stated that they have attended every meeting including one held at Pilger Senior center in 1988 hosted by Sen Stan Schellpepper. Stated it's too bad it was not constructed then as Fremont to Norfolk was estimated to cost less than this section will cost. Stated that they did attend the J turn meeting on the 16th. Stakeholder has two concerns: 1) they do not want an access road coming across their front yard. They will work with the state and enhance the road that comes off 574th Ave. 2) There was no access on map at ½ mile line between 574th and 573rd avenues. Stated that the drive that is currently located there is used by trucks to haul to parts of 487 acres to the north. Stated that there can be up to 93 truckloads using that driveway. Stated that they cannot haul grain with grain cart to other drives. Stated again that up to 93 loads going an extra ½ mile behind a tractor to truck is unacceptable. Stakeholder farms seven farms that will be impacted by expressway and four pivots will be affected. One is in Cuming county at east end of wide Hwy by 15 north junction. Stated NDOT cannot remove all their ½ mile access points. Stakeholder listed names of those landowners they farm or rent.	
9	Stakeholder stated that they live in CO and is unable to attend public hearing. Stated that they own land south of the project, so have an interest in the project. Stated that people that farm the field likely already know about the meeting and the stakeholder plans to inform them. Suggested livestreaming meetings for landowners that may live out of state.	Appreciated input regarding the proposed projects. Stated that information regarding the proposed project, including a narrated presentation, is available at ndot.info/32319. Stated that those without internet access, information may be obtained at NDOT Headquarters: 1500 Nebraska Parkway, Lincoln, NE 68502, or by contacting: Kevin Domogalla, NDOT District 3 Engineer, at kevin.domogalla@nebraska.gov or (402) 370-3470. Thanked stakeholder for feedback and participation on the project.

10	Stakeholder requested circular intersections by the school and where blacktop south of town meets US-275.	Appreciated input regarding the proposed projects. Stated that traffic at the 21st Street and 18th Street intersections was evaluated, and improvements are proposed at these intersections; however, roundabouts are not included in the proposed improvements for this project due to property impacts. Stated that the area referenced near 13th Street is not included in this project. Thanked stakeholder for feedback and participation on the project.
11	Stakeholder stated that they understand that borrow for the project is something that contractors are responsible for acquiring and that sand may be used for borrow some extent. Stakeholder stated that the Wisner Yacht Club, Ltd. Owns +/- 180 acres located at 293 S Road, approximately 3 miles east of Wisner and 1 mile south of US-275 and may be interested in working with potential contractors to provide borrow. Stakeholder requested to be added as a contact for potential contractors.	Appreciated input regarding the proposed projects. Stated that stakeholder is correct that contractors are responsible for acquiring borrow for highway construction. However, NDOT cannot provide information to contractors that could affect highway contract bids. Thanked stakeholder for feedback and participation on the project.
12	Stakeholder owns the agricultural land to the NE of the west Junction of US-275 and N-15. Wants NDOT to know that there are three property owners in that corner. Stated that one owns agricultural land, another is a homeowner, and the last is an owner of the machine shop. Stated that they the large presentation showed, in yellow, new pavement/surfacing off the county road to the east to the machine shop and home. Stated that their questions were about easements, ROW for the new pavement, surfacing, and whether the new pavement/surfacing would be pavement or gravel. Stated that they know ROW will contact the three landowners about any easement or ROW agreements. Asked if someone can please verify the surfacing.	Appreciated input regarding the proposed projects. Stated that the proposed joint driveway would be constructed on the Garvin property with access easements provided for the Oertwich building and Marx residential properties. Stated that the proposed joint driveway would be surfaced with gravel. Thanked stakeholder for feedback and participation on the project.
13a	Stakeholder is glad to see this project getting started. Stated that roads should be safer through the Hills in Stanton County	Appreciated input regarding the proposed projects. Stated that the proposed design at the 18th Street intersection is

13b	Stakeholder enjoyed the public hearing on US-275 from Stanton to Hwy 37 to Wisner. Noted the right and left turn lanes into the school and asked why NDOT would give access to the school from a four-lane highway. Stated that there was an accident there already. Stakeholder asked why couldn't there be only one highway intersection instead of three. Stated that people would prefer an overpass. Stated that they are happy with the road NDOT is planning to build.	being evaluated to optimize geometrics and minimize impacts to school property. Stated that the proposed improvements, which include left-turn lanes and an offset right-turn lane at 21st Street, will improve safety for school traffic by improving sight lines and allowing drivers to turn out of US- 275 traffic away from through lanes. Thanked stakeholder for feedback and participation on the project.
14	Stakeholder stated that a circular intersection is needed by the school for safety and speed reductions, as well as a circular intersection where the blacktop meets US-275 & 13th St.	Appreciated input regarding the proposed projects. Stated that traffic at the US-275 intersections with 21st Street and 18th Street was evaluated, and improvements are proposed at these intersections. However, roundabouts are not included in the proposed improvements due to property impacts. Stated that the area referenced near 13th Street is not included this project. Thanked stakeholder for feedback and participation on the project.
15	Stakeholder requested pages 3-5 including figure 3-1 regarding access at S road relative to their property. Stakeholder would like full paper copy of each and info specifically noted above (page, access)	Appreciated input regarding the proposed projects. Stated that a copy of the requested pages from the Draft Environmental Assessment were mailed to them separately and to please reach out if they were not received or any additional information is needed. Thanked stakeholder for feedback and participation on the project.
16	Stakeholder requested NDOT square off 18th St at US-275 and add a pedestrian overpass at 18th St & US-275	Appreciated input regarding the proposed projects. Stated that the proposed design in this location would improve intersection geometrics while minimizing impacts to school property. Also noted that a pedestrian overpass in Wisner is not within the project scope. Thanked stakeholder for feedback and participation on the project.

17	Stakeholder asked why NDOT is going through Wisner (and they're assuming Beemer in the next phase)? Asked if it would be the intent of an expressway to go around and possibly tie into Hwy 51, following to the north, then going to US-275 east of Beemer. Stakeholder stated that would alleviate 25 mph traffic in Wisner and nearly as slow in Beemer.	Appreciated input regarding the proposed projects. Stated that bypasses around Wisner and Beemer are not within the project scope. Thanked stakeholder for feedback and participation on the project.
18	Stakeholder owns and operate Maas Feedlots LLC in Stanton county, and has two feedlot locations, one north of 568th Ave and US-275, and one located south of US-275 on 569th Ave. is concerned with proposed J turns placed off and on these two roads. Stated that the feedlot has 75+ trucks per week turning off and on these two roads loaded with anything from distillers, corn, cattle, plus a variety of other commodities. Stated that in addition to numerous tractors and implements that will not, in their opinion, be safe going down the highway to and through the J turn. Stakeholder stated that truck and equipment operators make every effort to go across US-275 rather than down the highway in order to maintain the flow of traffic in either direction. Stated that in those situations that this is not possible, with J turns in place, operators will be driving large, slow moving equipment that will take up both lanes to the J turn and back to either 568th or 569th avenues. Stakeholder feels the engineering of US-275, especially in regard to the J turns, does not take into consideration the amount of rural, large and slow moving equipment that travel up and down US-275. Again mentioned major safety concerns for operators and all those that may encounter them on the highway.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.

19a

Stated that they recently reached out via phone on December 22nd 2023. Stated that hopefully NDOT made notes of their conversation, however they thought they would make some written comments as well. Stated that they are in full support of the US-275 widening and were one of the founding members of 4 Lanes 4 Nebraska group. Stated that they do have some concerns however with the plan to widen an area and have the water/drain ditch down the middle of the lanes. Stated that they see how this might seem reasonable many years ago, but not in today's current landscape conditions. Stated that numerous things have changed over the years to the properties on both sides of the widening area. Stated that most of the land on both north and south of the area has been tiled. Stated that many of the tiles drain into reservoirs and the water is lifted to the surface and then runs its natural course. Stated that they have learned how to farm the land, which for years was too wet to even get into the fields. Stated that the main drainage ditch that feeds the area has been blocked or redirected into a holding lagoon. Stated that this ditch is responsible for draining nearly 300 acres so that alone changes the water run to the affected area. Stated that the proposed plan moves the south lanes much further onto their property and other people's property. Stated that this has direct results of buying additional land, removing or changing tile lines, moving and changing center pivots, moving and changing reservoirs and lift stations, moving and changing electricity service, and changing drainage areas of the existing land. Stated that they are looking forward to the US-275 widening project and visiting with the engineers for the best results.

Appreciated input regarding the proposed projects and noted that an on-site meeting is scheduled for April 17, 2024, to discuss these concerns with the commentor.

Thanked stakeholder for feedback and participation on the project.

At the April 17, 2024 meeting, the stakeholder noted concerns with the widened median design and impacts to drain tile and center pivots within their fields. NDOT noted that they will be paid damages for their impacted facilities, and they would remediate on their own utilizing the damages paid by the State. The stakeholder also expressed concern about drainage during construction. NDOT noted that drainage must be maintained at all times per the plans. The stakeholder asked for staking of the new ROW boundary to be completed in fall 2024 after harvest. NDOT agreed and requested the stakeholder notify the State when the ground is ready to be staked.

19b	Stakeholder is a landowner near Humbug Creek and the east Highway 15 junction. Asked for additional or relocated drives. Stakeholder understands their controlled access policy and the desire to combine drives and reduce the number of entrances, but may want to pursue further ROW negotiations. Stakeholder's land has a drain tile and lift station. Also asked about the sight distance for 574th Avenue looking east. Claimed there is a dip in the highway that may lose sight of westbound vehicles.	
19c	Stakeholder is a landowner along US-275 and was unable to attend the public hearing regarding the information at the Wisner high school. Stated that they do have questions and comments and would appreciate a phone call back. During the phone call, stakeholder stated that they own land west of N-15 intersection, north and south of US-275. Stated that they have area blocked off from flood plain, so no water comes down that ditch and under the existing highway. Stated that very little continues to go through their property. Stated that they're not sure if median needs to be that wide. Stated that there is tile in the area as well, and neighbor has tile. Stated that their neighbor to the west's tile system can go into ditch, but the ditch that goes north and southwest of the N-15 has been essentially dammed up. Stated that lift station for tile on southeast portion of neighbor's property would drain into that ditch where it meets existing 275. Stated that they have tile on southeast corner of quarter north of the US-275/N-15 intersection, but that stays north of the highway and drains east. Stated that everything draining from property stays north of existing 275. Stated that drainage to the south doesn't occur from property until just west of N-15/275 intersection. Stated that south of 275 is pretty well tiled, and there's a lift station along the north side where there's wetland and proposed culvert. Stated that the proposed expansion would likely go over one or two tile lines and reservoirs. Stated that the tile has to be buried about 6 ft	

	deep into that reservoir because ground is so low in the area. Stated that the proposed project would require moving reservoir and tile. Stated that the other wetland that runs diagonally north and east connects to a ditch which currently drains into existing ditch, but there's no culvert. Stakeholder dug out ditch in order to allow drainage into the existing ditch if there's high water. Stated that the new proposed expansion would block drainage to the ditch and doesn't show a proposed culvert. Stakeholder's property stops at the Stanton/Cuming Co line.	
20	Stakeholder stated they would like an onsite meeting noting the new ROWs for utilities to have a better idea of where poles, wires and equipment can be set and not be located at the culvert or field entrance. Stakeholder would also like a clear explanation of dirt being removed or added in areas where location of utilities is happening, to prevent having wire not buried deep enough at highway crossings, as well as time frames of when each utility is expected to have their equipment relocated and old removed.	Appreciated input regarding the proposed projects. Stated that project representatives will reach out to individual utility owners as design and right-of-way plans are finalized. Stated that they will assist utility owners in evaluating impacts, including those due to grading, assessing whether relocated utilities can be accommodated on right-of-way, and determining the relocation timeframe. Thanked stakeholder for feedback and participation on the project.
21	Stakeholder stated that they are a resident in Wayne County on Hwy 15 (five miles south of Wayne) and commute to Norfolk four times a week. Stated that they are reaching out about a specific section of the project- both Hwy 15 intersections and the roadway between the north and south interchanges of HWY 15 on US-275. Restated they are a resident of Wayne County (reside five miles south of Wayne) and commute to Norfolk four times a week specifically traveling this area both directions. Stated that, the traffic on Hwy 15 has a large volume of cattle trucks commuting south to Schuyler from the North on Hwy 15. Stated that on US-275 between the north and south interchanges of N-15 provides the most concern on their commute. Stated that the trucks barely make it to 55 mph before turning onto N-15 into Pilger. Stated that with	Appreciated input regarding the proposed projects. Stated that the intersections on this project have been reviewed in accordance with NDOT's current practices for rural expressway design. Stated intersections are evaluated for many criteria, some of which include design vehicle, traffic volumes, design speed, type of traffic control, and proximity of accesses. Stated that the additional lanes will improve traffic flow by allowing passing of slower moving vehicles and the left-turn lanes at the Nebraska Highway 15 (N-15) intersections will be lengthened which will help trucks exit US-275 traffic sooner. Thanked stakeholder for feedback and participation on the project.

	new lanes, wider intersections, and trucks switching lanes they have more concerns about this. Stated that they wish they had a cheap idea on how to make this area be constructed. One solution for consideration would be roundabouts with dividers so vehicles can't switch lanes prior to and during the commute through the roundabouts. Ideally, they would prefer the 15 intersections and road be reconstructed but the cost of the project would help Hwy 15 north to Wayne have passing lanes completed sooner. Stakeholder thanked NDOT for taking the time to read their comment and asked NDOT to look into solutions for their area of the commute in which they and many other Nebraskans travel.	
22a	Stakeholder asked numerous questions on the process for design and approval of design concepts. Stated that they are talking to all landowners and tenants from the Wayne county line south to the Elkhorn River. Stated that they have been trying to contact Commissioner Copple to set up a meeting to talk to him about his issues. Stated that he has been in touch with another landowner but did not say he has been invited to the meeting that person set up. Stated that they wanted a copy of the video recording of the meeting.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection.
22b	Stakeholder stated that they were surprised not everyone received a letter about the project. Stated that it wasn't put in bold print that the J intersections would be proposed and feels they may have to retain legal counsel. Stated that it's good to show on mosaic what roads lay to the north and south of the project, minimum maintenance roads and county roads especially. Stated that landowners they've spoken to from the Wayne Co. line to the Elkhorn River are opposed to the J turns. Stated that they wonder why J turns aren't spelled out in black ink anywhere.	Thanked stakeholder for feedback and participation on the project.

23	Stakeholder is very happy that completion of this projects is finally scheduled. Stated that their concern is with the four mile segment that doesn't allow left turns. Stated that there are many cattle trailer semis and farm equipment that take that stretch of US-275. Stated that not being able to cross that stretch of US-275 is going to cause problems as it gets a lot of semi tractor traffic. Stated that if traffic is backed up for a J turn it will cause problems. Stated that they Stakeholder thinks NDOT is seriously underestimating the amount of farm equipment that travels on US-275. There are many bridges in Stanton County that farm equipment can't travel over and are forced to take the highway.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Stated that improving county road bridges is not within the scope of this project, and is the responsibility of the respective county. Thanked stakeholder for feedback and participation on the project.
24	Stakeholder stated that they would like to see the proposed J turns on the US-275 project changed to regular intersections. Stated that they live in an agricultural community, and this will profoundly impact where they live and work. Stated that they try to avoid using the highway with their equipment, but this will force them onto the highway with slow moving equipment causing a safety concern for operators as well as other drivers, which the stakeholder felt was for no reason than to save some money on not correctly redoing the existing intersections. Stated that their neighbors would like someone to schedule a meeting to discuss the possibilities of moving away from the proposed J turns. Stated that it may not impact the commuters traveling down US-275, but it will cause a severe impact to those living in the area.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.
25	Stakeholder stated that J turns are not necessary at every gravel road. Stated that it will impede traffic patterns and cause issues for the traffic that is utilizing these road ways.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.

26	Stakeholder is a landowner and renter of 8 quarters of ground that will be affected by the highway expansion, and would like to voice their disapproval of the J-turn idea for 4 miles in a row. Those 4 miles are located by land they farm and own. Stakeholder would prefer dirt being moved on the existing lanes or the new West bound lanes. Especially with winter weather, they believe the state can do a better job of alleviating some of the drifting problems by moving dirt. The stakeholder's biggest concern is their equipment using the J-turns. Several trucks and large farm equipment will be affected by tight turning and it will take a toll on tires, axles, and twisting and binding. Agree that J-turns have a place on some roads, but not at these 4 intersections in a row. And not on county roads.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Stated that snow drifting is a known concern along the north side of the existing highway and will be addressed with the project. Multiple locations with steep slopes will be graded to flatten the slopes and reduce the drifting that currently exists. Thanked stakeholder for feedback and participation on the project.
27	Stakeholders are not in favor of the J-turns proposed. Stated that they are less convenient to make the turn especially with farm trucks and equipment. Stated that they do not own land in the vicinity but wanted to call in their opinion.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.
28a	Stakeholder stated that the 570 intersection on US-275 should be handled the same way as the 568th & 569th intersections. Stated that farm machinery on Pilger to Stanton cut across road use this intersection to cross US-275. Stated that the 570 intersection provides the best visibility in both directions of any of the cross road intersections between Hwy 57 and 15. Stated that if the road height is made the same as the existing north lanes in this intersection, a 90 foot median with stop signs was added, this would be a very safe intersection crossing for agriculture machinery. Stakeholder lives north of US-275 on 570 Ave and have seen the volume of farm equipment that uses this route during each agriculture season, especially after a modern no weight limit 24' wide bridge was placed on 570 Ave making it the best road to take to go to the	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Stated that information regarding the proposed project, including a narrated presentation, is available at ndot.info/32319. Stated that for those without internet access, information may be obtained at NDOT Headquarters: 1500 Nebraska Parkway, Lincoln, NE 68502, or by contacting: Kevin Domogalla, NDOT District 3 Engineer, at kevin.domogalla@nebraska.gov or (402) 370-3470. Thanked stakeholder for feedback and participation on the project.

	north. Stated that they feel abandoning the safest cross intersection in this stretch of the 275 expressway would be a costly mistake. Stated that NDOT has a safe, useful intersection that serves the public well and should use it.	
28b	Stated that they object to the proposed J turn on the US-275 & 570 Ave. Stated that it will unfairly impact and lower the property values on property that relies on the 570 Ave US-275 intersection, compared to 568 and 569 avenues that will both have double stop 90 ft wide median intersections. Stated that the 570 Ave intersection needs this same type of intersection for agriculture and safety reasons. Stated that the 570 Ave with the double stop style intersection would be the safest of any of the intersections in the area. Stated that unlike the 568 & 569 intersections, no future work would be required as it will have a half mile or more visibility of oncoming traffic into the intersection from both directions. Stated that 568 & 569 both have severely reduced visibility of the oncoming west bound traffic. Stated that there possibly will be serious accidents at both of these intersections without the removal of the hill blocking the view of oncoming west bound traffic. Stakeholder feels that the 570 Ave intersection, if done with a double stop 90 foot wide median, would be the last construction required for this intersection and it would be a truly safe expressway functioning intersection for everybody including agriculture, semi's, trucks & all vehicles. Stated that as of January 20 2024 at 3:30 p.m. the plot 1 on the mosaic aerial is only partially functioning, on this website. Stated that they cannot see the plans for their property due to it not working properly, with the comment period ending, the stakeholder would like this information provided to them as an affected landowner.	

29	Stakeholder stated that they will be happy with the new highway, but very against the J turn that is being proposed. Stated that it will be a big inconvenience for the farmers in the area. Stated that it will be difficult to turn a loaded semi on this type of turn.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.
30	Stakeholder owns land on the south side of US-275. Asked why 20 acres one mile east of US-275 and N-15 is considered a wetland. Stated that they own land on the south side of Pilger with sand. Asked if sand and gravel could be pumped out and used for the project. Asked if their 20 acres will be taken and if they could just take everything and make a lake on the stakeholder's property south of Pilger.	Appreciated input regarding the proposed projects. Stated that agricultural wetlands are determined based on review of several years of aerial imagery to identify wet signatures and soil types. Stated that NDOT does not specify source materials for highway construction as they are provided by the contractor. Thanked stakeholder for feedback and participation on the project.
31	Stakeholder has concerns on how NDOT will be handling the center pivots on the land that is selected for the new roadway. Asked how NDOT will be handling the changes on property when NDOT has to take away a driveway. Stated that they have concern that the turning lanes in the middle of the four lane will be large enough to handle a semi-truck and trailer safely.	Appreciated input regarding the proposed projects. Stated that if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. These discussions will include specific property impacts such as center pivots and changes to access. Stated that the new median breaks for county roads and rural residence access are designed to allow at least one truck to wait for gaps without blocking through lanes. Stated that some intersections would have longer turn lanes; for example, those where US-275 intersects with other state highways. Stated that the intersection designs are checked using software that simulates truck turning to verify sufficient pavement will be constructed. Thanked stakeholder for feedback and participation on the project.

32	Stakeholder stated that their farmland will be directly affected by the US-275 Norfolk-Wisner project. Stated that their land is west of the Wisner Dollar General and borders Highway 51. Stated that they are living in Michigan and were unable to attend the public hearing in December. Stated that they have a few questions related to the US- 275 project. 1. From the information posted online, it appears that the new portion of the highway will be constructed north of the existing highway and are wondering why that was chosen rather than the south side. 2. Asked how much of their land, an estimated by feet and acres will be affected. Stated that this is all prime farmland and like others, there will be a loss of income. Stated that NDOT's answers to these questions will be greatly appreciated.	Appreciated input regarding the proposed projects. Stated that the new portion of the highway would be constructed south of the existing highway. Stated that project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. Thanked stakeholder for feedback and participation on the project.
33	Stakeholder stated that they attended the meeting in Wisner discussing the projected four-lane development of US-275. Stated that they are the tenants of the farm at the intersection of Hwy 15 N & 275 on SE corner. Stated that they have a concern on the number of acres the roadway is going to use along this section of the road. They believe the concern on NDOT's end was the wetlands in this area, and would like to inform NDOT that this farm has had a considerable amount of tiling done and they know the farms around them have done a considerable amount as well. Stated that they wanted NDOT to be aware of this before making final decisions on design. Stated that if NDOT has any questions, please feel free to contact them.	Appreciated input regarding the proposed projects. Stated that if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. Stated that these discussions will include specific property impacts such as tiling. Thanked stakeholder for feedback and participation on the project.

34

Stakeholder is secondary owner of Alexander Cattle & Farms in Pilger. Stated that they are fully in support of the highway expansion to help increase safe, and logistical productivity to the economy of northeast Nebraska as a whole. Stated that they are not in favor of fully expanding/extra widening of the drainage ditch around the junctions of the highway 15 corridor. Stated that they now contain and control the majority of the water that used to run through that drainage area. With the addition of their lagoon and containment facilities, the water from the surrounding northern acres are controlled, contained, and distributed well via center pivot irrigation on their property on the north side of 275. Stated that they have also extensively tiled and managed their land south of 275.

Stated that by widening for drainage, it will be very costly and timely for the stakeholder and the state. Stakeholder is also the father of three children who travel US-275 most days to Wisner for school or activities. Feels there are some safety issues that need to be addressed, especially for those youths that are new to driving, with increased risk of crossing lanes, and higher traffic flow. Stated that they look forward to visiting with engineers to help make the new highway project the best possible version, with the least amount of change and cost to the stakeholder and the public.

Appreciated input regarding the proposed projects.

Stated that if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. These discussions will include specific property impacts such as tile lines, center pivots, reservoirs and lift stations, electricity service and drainage areas.

Stated that the proposed design provides several improvements, particularly at intersections. Stated that left-turn lanes will be provided at the US-275 intersections with Nebraska Highway 15 (N-15), Nebraska Highway 51 (N-51), and 21st Street in Wisner, which will allow those turns to occur without blocking through lanes. Stated that offset right-turn lanes will be provided at the N-15 and 21st intersections on US-275 to allow right-turns without blocking through lanes and to improve sight distance for the approaches to those intersections. Stated that these features, in addition to wider medians that allow drivers to negotiate eastbound and westbound US-275 separately, will result in an improved facility, particularly near Wisner-Pilger Schools.

Thanked stakeholder for feedback and participation on the project.

Chapter 3 Errata Sheet – Changes to the Draft EA

The following pages of the Final EA – Errata include additions or alterations to the Draft EA as a result of public and agency input and associated design revisions and identification of the wetland mitigation site. Discussion is provided below with reference to the pages from the Draft EA.

3.1 Universal Changes to the Draft EA

Several universal changes apply to the Draft EA text:

- References to “Preferred Alternative” are hereby changed to “Selected Alternative.”
- References to “would” in the Preferred Alternative are hereby changed to “will,” including the description of the Selected Alternative, design features, affected environment, and environmental consequences.
- In the Environmental Commitments and Mitigation chapter, all references to “would” in connection with NDOT or the Contractor’s responsibility to comply with required mitigation measures are hereby changed to “will” and “shall.”

3.2 Design Changes Resulting from Public Comment

The initial project design presented in the DEA included restricted crossing U-turn intersections (also known as R-cut or J-turn intersections) at 568th Avenue, 569th Avenue, 570th Avenue, and 571st Avenue. The R-cut intersections were designed to facilitate mainline left-turns and side road through movements while addressing limited sight distance along the existing US-275, which will become the westbound lanes of the Selected Alternative. However, during the public hearing in December 2023, members of the public and adjacent landowners expressed concerns about this design, particularly about slow-moving vehicles such as agricultural equipment and heavily loaded trucks merging with fast-moving traffic.

In response to these concerns, NDOT removed the R-cut intersections from the design, and instead, two-stage crossings were introduced at all four consecutive county road locations (Figure 2-1). This change allows vehicles to cross eastbound and westbound US-275 in two separate movements, which reduces the required intersection sight distance (ISD) and allows both sides to meet ISD criteria. To accommodate the two-stage crossings, the medians at the intersections will be widened. The west two intersections, 568th Avenue and 569th Avenue, already have a 92-foot-wide median that can facilitate a two-stage crossing. The median at the two east intersections, 570th Avenue and 571st Avenue, were previously planned to be 78 feet wide and will be widened to 92 feet. This will provide storage for a single semitruck with a 53-foot-long trailer in the median break.

The elimination of the restricted R-cut intersections, in addition to the median widening at 570th Avenue and 571st Avenue, will facilitate direct two-stage side road crossings of US-275. This design aligns with recent changes to NDOT design criteria, which allow consideration of two-stage crossings of intersections in wider median sections. It also better aligns with driver expectations because other county road intersections in the corridor will be conventional median break designs. This decision demonstrates NDOT’s commitment to addressing the community’s concerns and prioritizing safety.

The following resources were reviewed in this Final EA as a result of this design change:

- Land Use: Four additional acres of land to be acquired will be from farmland and will be compatible with land use plans.

- Farmland: Four additional acres of land will be acquired from farmland. This additional acreage will not create additional impacts on farm improvements. The updated NRCS CPA-106 farmland analysis can be found in Appendix C. The widened median will not change the impacts on center pivots as described in the Draft EA.
- Right-of-way and Relocations: Four additional acres of land will be acquired from farmland. Landowners will be compensated for the removal or relocation of the center pivots and storage buildings as described in the Draft EA.
- Community Impact Assessment: The acquisition of four additional acres of ROW will not change the determination that the Project will result in minor, short-term, adverse impacts on the tax base in and near the CIA Study Area. The updated Community Impact Assessment can be found in Appendix D.
- Transportation: Following input during the public hearing, and as discussed above, the R-cut intersections have been removed.
- Historic Properties: The NDOT historic properties professionally qualified staff (PQS) reviewed the design changes on March 21, 2024. The median widening increased the Area of Potential Effect (APE) but NDOT's historic properties PQS reviewed the additional area and confirmed that the 2023 effects determination remains appropriate. The supplemental review can be found in Appendix E.
- Noise: There are three receptors between 569th Avenue and 572nd Avenue where the median widening will occur for the two-stage intersections, all of which are located north of US-275. The two-stage intersections will result in the new lanes being placed further south of the location proposed in the Draft EA. There will be no additional noise impacts because of the median widening for the two-stage crossing intersections.
- Wetlands and Water Resources: An additional 0.02 acre of impacts on Wetland in an Agricultural Setting (WIAS) will result from the median widening. These additional impacts will be permitted in compliance with Section 404 of the Clean Water Act.
- Cumulative Impacts: The cumulative impacts memo in the Draft EA evaluated cumulative impacts on farmland, communities, the transportation network, and wetlands and water resources with regard to this project and the Scribner-West Point and Wisner-West Point North projects. The additional impact on these resources from the revised design will not change the determination that cumulative impacts on these resources are expected to be beneficial. The updated Cumulative Impacts Memo can be found in Appendix F.

Figure 3-1: Intersection Design Modifications, Sheet 1

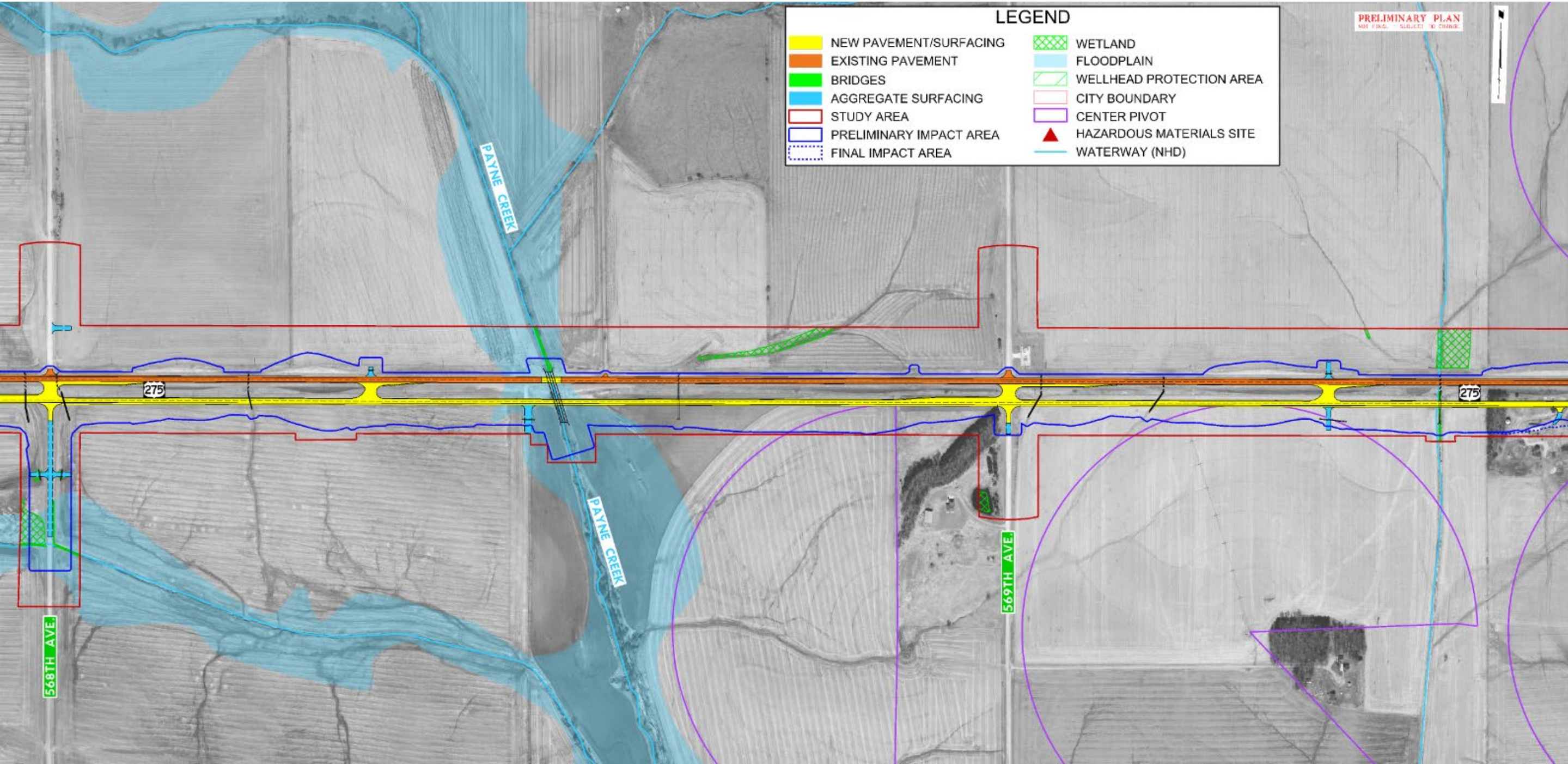
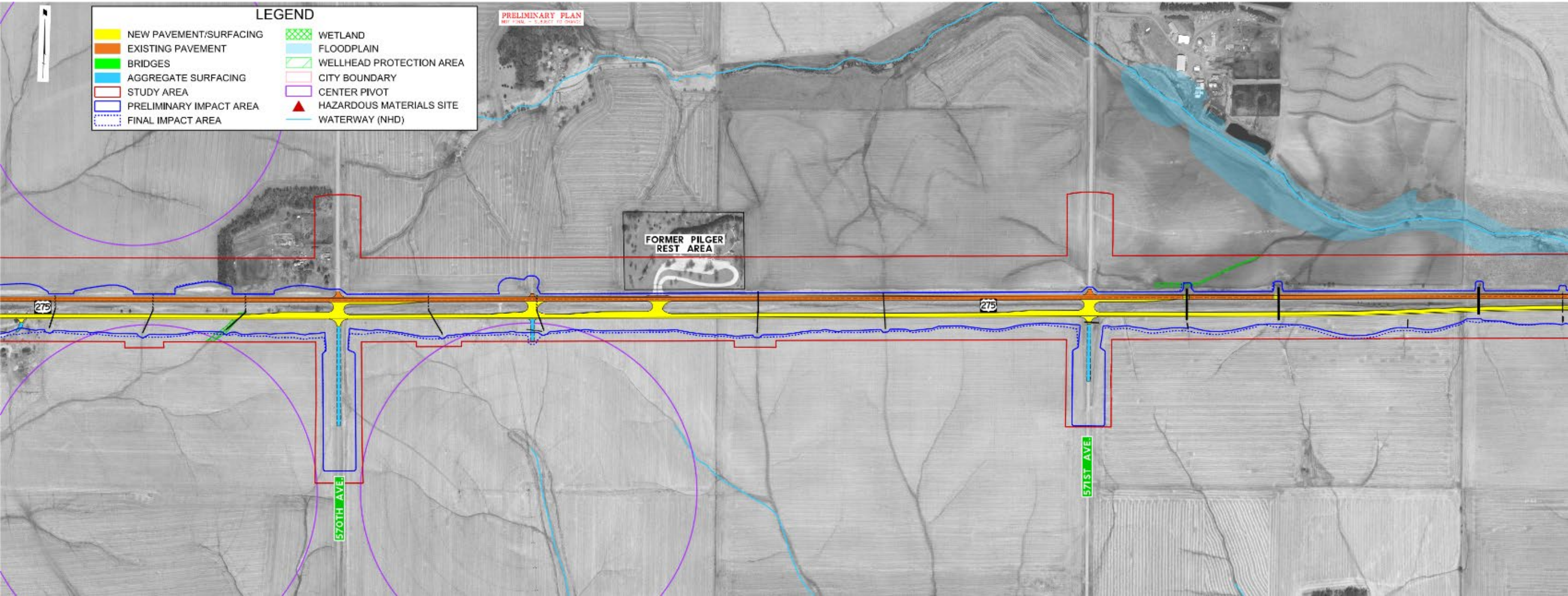


Figure 3-1: Intersection Design Modifications, Sheet 2



3.3 Analysis Related to Identification of the Wetland Mitigation Site

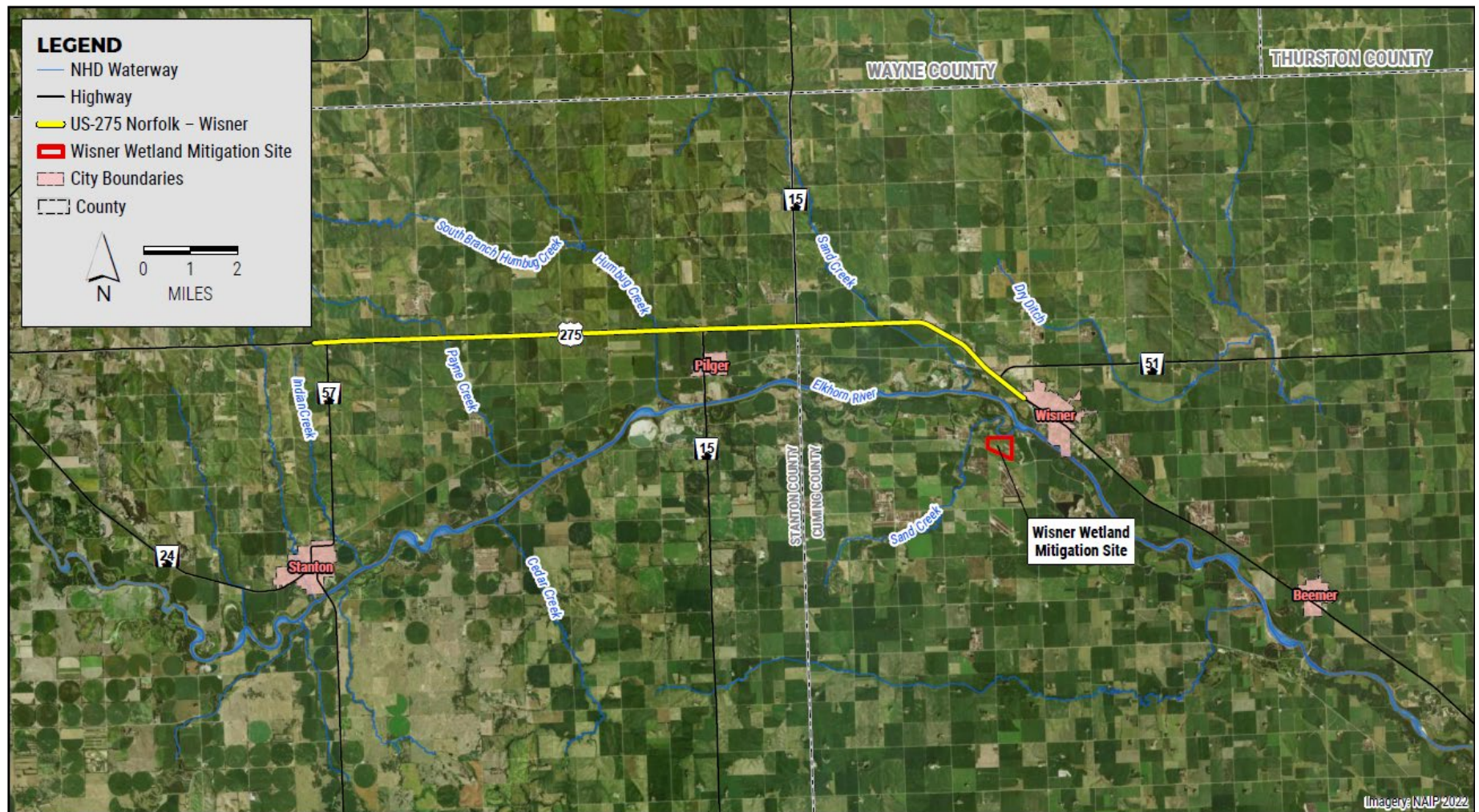
The Draft EA discussed the need for wetland mitigation and noted that it would likely be located off-site. Since the Draft EA was completed and publicly available, a suitable site, known as the Wisner Wetland Mitigation Site, was identified and purchased by NDOT utilizing state funds. The Wisner Mitigation Site is proposed as an Advanced Permittee Responsible Mitigation site and is approximately 112 acres located southwest of Wisner (Figure 3-2).

The Wisner Mitigation Site is not adjacent to the Project; therefore, the resource reviews associated with the mitigation site are discussed collectively below. The following resources were reviewed in this Final EA as a result of the site. These reviews can be found in Appendix G. Other resources discussed in the Draft EA would not be affected by construction of the mitigation site.

- **Land Use:** The mitigation site lies within the Elkhorn River floodplain and includes row crops, alfalfa and a remnant river oxbow. Following construction of the mitigation site, it will be planted with an appropriate wetland and upland seed mix. Conversion from farmland to floodplain wetlands will be compatible with land use plans adjacent to the Elkhorn River.
- **Farmland:** The mitigation site is predominantly farmland with row crops in the northeast half and alfalfa in the southwest half. The mitigation site is split by a remnant oxbow of the Elkhorn River. The NRCS reviewed the site via the AD-1006 form on March 26, 2024. The score for the site was 111. The Farmland Protection Policy Act states that sites resulting in a score of greater than 160 require additional consideration. As the Site was below 160, no further consideration for protection and no additional evaluation is needed. The NRCS AD-1006 farmland analysis and rationale for the mitigation site can be found in Appendix G.
- **Right-of-way and Relocations:** Approximately 112 acres of private land was purchased for the mitigation site utilizing state funds in accordance with applicable laws and regulations.
- **Historic Properties:** The NDOT historic properties PQS reviewed the mitigation site on March 21, 2024, and found that there are no National Register of Historic Places eligible properties or archeological sites within or adjacent to the site. The supplemental review can be found in Appendix E.
- **Hazardous Materials:** The NDOT hazardous materials PQS reviewed the mitigation site and adjacent land on March 14, 2024, and found that there are no hazardous material sites of concern within or adjacent to the site.
- **Paleontology:** The Highway Paleontology Program reviewed the mitigation site on May 1, 2024, and noted one vertebrate paleontology locality from the Elkhorn River floodplain approximately 1 mile south and 2.5 miles east of the site. Alluvial sediments have a higher potential for fossil resources but are usually isolated occurrences. There may be fossils in the proposed mitigation area, but they would be salvaged as needed during construction.
- **Floodplain:** The NDOT floodplain PQS reviewed the mitigation site on March 14, 2024, and found no floodplain issues with the site.
- **Water Quality:** The NDOT water quality PQS reviewed the mitigation site on March 5, 2024, and found that the site will not alter water quality impacts identified in the Draft EA.

- Wetlands and Water Resources: The NDOT wetlands PQS reviewed the mitigation site on March 13, 2024, and indicated that the site will be included in the Section 404 permit submittal to USACE.
- Threatened and Endangered Species: The NDOT threatened and endangered species PQS reviewed the mitigation site on March 14, 2024, and found that the mitigation site will not alter the threatened and endangered species determination for the Norfolk – Wisner project of “May Affect, Not Likely to Adversely Affect” for the northern long-eared bat.
- Cumulative Impacts: The cumulative impacts memo in the Draft EA evaluated cumulative impacts on farmland, community cohesion, the transportation network, and wetlands and water resources with regard to this project and the Scribner-West Point and Wisner-West Point North projects. The need for offsite mitigation was considered the Cumulative Impacts Memo and was noted as a beneficial impact. Selection of the Wisner Mitigation Site will not change the determination that cumulative impacts on these resources will be beneficial. The Cumulative Impacts Memo can be found in Appendix F.

Figure 3-2: Wisner Wetland Mitigation Site



3.4 Changes to the Draft EA by Section

To provide the relevant context for each edit or change other than the universal edits, the entire original Draft EA paragraph has been included. The section numbering below corresponds with the same section number in Chapter 3 of the Draft EA. Only original Draft EA paragraphs with non-universal edits or changes are reproduced here. Draft EA text to be deleted is shown as strikethrough text (~~strikethrough~~), and additions to the Draft EA text are *italicized*.

DEA.3.2.3 Land Use

The ~~Preferred~~ *Selected Alternative* ~~would~~ *will* convert approximately ~~333~~ 337 acres of private property to NDOT ROW. Acquired land ~~would~~ *will* primarily consist of agricultural land with some land acquisition from residential farmsteads. Conversion of this land ~~would~~ *will* be compatible with land use plans, and adjacent land use is expected to remain in agriculture.

DEA.3.3.3 Farmland

The ~~Preferred~~ *Selected Alternative* ~~would~~ *will* convert ~~324~~ 328 acres of farmland to highway ROW. Due to the large size of farmed parcels, conversion of this farmland ~~would~~ *will* not substantially affect farming operations on individual farms. Approximately ~~216~~ 217 acres of this farmland are listed as prime or unique. The NRCS-CPA-106 forms show that the Part VI score for Stanton and Cuming Counties is 57 and 59 for each county, respectively. Combined with an assumed maximum Part V score of 100, the 160-point site assessment threshold for additional site consideration and protection is not reached. Therefore, no coordination with NRCS is required.

The Wisner Wetland Mitigation Site will result in the conversion of 112 acres of farmland into a wetland mitigation site. The NRCS reviewed the AD-1006 form on March 26, 2024, and assigned a score of 111 for the site. As such, the Site is below the 160-point threshold and no further consideration for protection and no additional evaluation is necessary. The NRCS AD-1006 farmland analysis and rationale for the Site can be found in Appendix G.

The ~~Preferred~~ *Selected Alternative* has the potential to impact 12 existing center pivot irrigation systems and two storage buildings on one farmstead approximately 5 miles west of Pilger. Three center pivots may require relocation; the final determination on whether they ~~would~~ *will* require relocation ~~would~~ *will* be made during final design. These center pivots are located 0.35 mile east of the N-15 east junction, 0.35 mile west of 4th Road, and 0.35 mile west of S Road. Nine center pivots ~~would~~ *will* be shortened but ~~would~~ *will* remain functional following construction of the ~~Preferred~~ *Selected Alternative*. Landowners ~~would~~ *will* be compensated for the removal or relocation of the center pivots and storage buildings as described in Section 3.4, Right-of-Way and Relocations.

DEA.3.4.3 Right-of-Way and Relocations

The ~~Preferred~~ *Selected Alternative* ~~would~~ *will* require the acquisition of approximately ~~333~~ 337 acres of new ROW and permanent easements from approximately 90 parcels, primarily south of the existing roadway with a minor amount of ROW required from a few parcels north of the existing roadway. Minor acquisitions, generally less than 10 percent of the total parcel, ~~would~~ *will* be needed. Some acquisitions from small parcels may be moderate, with acquisition of up to 35 percent of the total parcel. Existing land use of these parcels is predominantly irrigated and dry cropland. Acquisitions from a few rural farmsteads as well as Wisner-Pilger Public Schools practice fields ~~would~~ *will* also be needed but ~~would~~ *will* be minor. This new ROW ~~would~~ *will* be needed to construct the two new traffic lanes, county road realignments, bridges, culverts, snow drift mitigation, and access driveways. *Additionally, the Wisner Wetland Mitigation Site required the full acquisition of a single 112-acre parcel.*

DEA.3.5.3 Community Impact Assessment

Tax Base

Minor, short-term, adverse impacts on the tax base ~~would~~ *will* occur in and near the CIA Study Area as portions of property parcels are acquired for expansion of US-275. As discussed in Section 3.4, the ~~Preferred Selected Alternative would~~ *will* require acquisition of approximately ~~333~~ 337 acres of land. These acquisitions generally represent less than 10 percent of the respective parcels and 1 percent of the total assessed value in these counties. As design progresses, impacts on adjacent properties in both Stanton and Cuming Counties ~~would~~ *will* be minimized or eliminated to the extent practicable. Increased development along US-275 and in adjacent communities ~~would~~ *will* increase the tax base in Nebraska, in both Stanton and Cuming Counties, and in local communities such as Pilger and Wisner.

DEA.3.7.3 Transportation

~~Four county roads would have restricted R-cut intersections: 568th Avenue, 569th Avenue, 570th Avenue, and 571st Avenue. R-cut intersections are used on divided highways and require approaching motorists on side roads to “turn right onto the highway and then make a U-turn at a designated median opening” (NDOT, n.d.). The addition of this type of intersection would result in negligible out-of-direction travel for motorists but would provide greater safety benefits due to fewer conflict points.~~

DEA.3.9.3 Historic Resources

The Preferred Alternative would have no impact on the Former Pilger Rest Area but would adversely impact the Sharpe Homestead Site. Approximately 1.53 acres of the 3.5-acre Sharpe Homestead Site would be impacted as part of the Project. Unavoidable impacts on the site would include grading for the roadway and ditches. These impacts would be minimized through the use of special shallower ditches. Despite minimization, the Preferred Alternative would result in an Adverse Effect on the Sharpe Homestead Site. NeSHPO concurred with the Adverse Effect finding on June 22, 2023. ~~Adverse effects would be resolved through a Memorandum of Agreement with the NeSHPO. Adverse effects to the Sharpe Homestead Site will be resolved through archeological data recovery, as detailed in a Memorandum of Agreement with NeSHPO, executed on May 20, 2024. The agreement can be found in Appendix H.~~

DEA.3.11.3 Section 4(f)

Approximately 0.22 acre of ROW ~~would~~ *will* be acquired from the Wisner-Pilger Public Schools property at the 21st and 18th Street intersections for intersection improvements. A portion of the practice field in the southwest corner of the property ~~would~~ *will* be acquired, and the shot put/discus pad ~~would~~ *will* be relocated within the practice field. The location ~~would~~ *will* be determined through coordination with Wisner-Pilger Public Schools. The field ~~would~~ *will* still be useable for practice activities. The shot put/discus pad in the southeast corner of the property ~~would~~ *will* be removed. Based on coordination with school representatives, this pad is not a significant feature of the practice fields and is no longer used. Impacts on the property ~~would~~ *will* be considered a “use” under Section 4(f). The ROW acquisition represents less than 2 percent of the entire 14.16-acre recreational property. These actions ~~would~~ *will* not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection and ~~would~~ *will* improve access to the school and thus to the recreation facilities. Coordination with the Official with Jurisdiction, the Wisner-Pilger Public Schools superintendent, has occurred regarding the potential impacts on the Wisner-Pilger Public Schools, as discussed in Chapter 4, ~~and would continue throughout the NEPA process. Impacts on the Wisner-Pilger Public Schools were presented to the public during the December 21, 2023, public hearing. Five comments were received pertaining to traffic in and around the school property, with no comments~~

received regarding the impacts on the school's recreational facilities or use. The Official with Jurisdiction of the Wisner-Pilger Public Schools concurred that the project will not adversely affect the protected activities, features, and attributes of the Wisner-Pilger Public Schools on March 21, 2024. As such, the impact is considered to be a *de minimis* under 23 CFR 774.5(b)(2)(ii). Section 4(f) documentation can be found in Appendix I. ~~Concurrence from the official with jurisdiction would be obtained after receiving public input during the public comment period for the Draft EA.~~

DEA.3.17 Paleontology

DEA 3.17.1 Affected Environment

One vertebrate paleontology locality from the Elkhorn River floodplain is located approximately 1 mile south and 2.5 miles east of the wetland mitigation site. Alluvial sediments have a higher potential for fossil resources but are usually isolated occurrences.

DEA 3.17.3

The paleontology review included in Appendix K of the Draft EA referenced the Wisner – West Point North project which is not within the scope of this project. The findings related to that project have been removed and an updated memo can be found in Appendix J.

There may be fossils in the proposed wetland mitigation site but they would be salvaged as needed during construction. Coordination with the University of Nebraska State Museum can be found in Appendix G.

DEA.3.21.3 Wetlands and Water Resources

The ~~Preferred Selected Alternative would~~ will affect approximately ~~13.15~~ 13.17 acres of wetlands and approximately 4,359 linear feet (0.61 acre) of 15 waterways, as shown in Table 3-4. As discussed in Chapter 2 of the Draft EA, the ~~Preferred Selected Alternative would~~ will shift the eastbound lanes to the south to minimize impacts on the unnamed intermittent waterway south of the N-15 east junction. Construction of the ~~Preferred Selected Alternative would~~ will require a CWA Section 404 Individual Permit from USACE.

Table 3-4. Wetland and Water Resource Impacts

Wetland Impacts		Waterway Impacts	
Wetland Type ¹	Acreage	Waterway Type	Linear Feet / Acreage
PEMA/C	7.59	Ephemeral	248 / 0.01
PEMF	0.06	Intermittent	1,887 / 0.18
PSSA	0.007	Perennial	2,224 / 0.42
WIAS (PEMA/C)	5.49 5.51		
Total	13.15 13.17	Total	4,359 / 0.61

¹ PEMA/C = Palustrine Emergent Temporarily / Seasonally Flooded; PEMF = Palustrine Emergent Semi-Permanently Flooded; PSSA = Palustrine Scrub-Shrub Temporarily Flooded; WIAS = Wetland in an Agricultural Setting.

The 112-acre Wisner Wetland Mitigation Site will be the location for offsite wetland mitigation for the Project. A wetland delineation was conducted in July 2021 and identified 25.57 acres of PEMA/C wetlands, 11.54 acres of WIAS (PEMA/C) wetlands, 4.67 acres of PEMF wetlands, and 1 acre of PSSA wetlands. The existing PEMF and PSSA wetlands will be preserved following site construction. Additionally, the mitigation site will preserve some of the existing PEMA/C wetlands while enhancing

other portions of PEMA/C wetlands. The existing WIAS (PEMA/C) wetlands will be restored into PEMA/C wetlands. Overall, the Wisner Mitigation Site is expected to support approximately 111 acres of wetlands. The Wisner Mitigation Site will be included with the Section 404 Individual Permit for the Project.

Chapter 4 Mitigation Measures

The following mitigation measures were presented in the Draft EA and are listed here in their final version. These mitigation measures will be implemented by NDOT by incorporating them into either the project construction documents or the final design. These mitigation measures supersede any of those identified in the Draft EA. The following mitigation measures and commitments are not subject to modification without the prior written approval of FHWA. Each mitigation measure is presented in association with the resource to which it most directly applies; although some of the listed measures apply to multiple resources, they are listed only under the resource that they most directly benefit. In addition to the mitigation measures listed herein, NDOT Standard Specifications will be applied to the Selected Alternative and will result in impact avoidance and minimization on resources.

4.3 Farmland

NDOT shall compensate the landowners and/or current leaseholders for impacts on the center pivot irrigation systems. Compensation will include, but not be limited to, relocating the center pivot system, modifying the center pivot equipment, and/or relocating the well supplying the center pivot system. NDOT shall coordinate with the landowner during the ROW process. (NDOT)

4.4 Right-of-Way and Relocations

ROW acquisitions, types, and amounts will be further refined and minimized to the extent possible during the final design phase of the Project. (NDOT)

Access to adjacent properties shall be maintained throughout construction. Access restrictions shall be coordinated with the property owner prior to the restriction. (NDOT, Contractor)

Property rights acquisition shall be conducted by paying fair market value for the property rights and damages that may occur. ROW acquisition shall be conducted in conformance with the Uniform Act (42 USC 4601 et seq.), Title VI of the Civil Rights Act of 1964, and the Nebraska Relocation Assistance Act (Nebraska Revised Statutes Section 76-1214 et seq.). (NDOT)

Relocation or removal of the small grain bin and a metal outbuilding will be determined during final design and the ROW phase. NDOT shall coordinate with the property owner(s) to determine whether the buildings will be relocated or removed and compensated for. (NDOT)

4.5 Community Impact Assessment

Short-term adverse effects on the community resulting from construction (e.g., traffic, noise, dust) shall be addressed or minimized through NDOT's Standard Specifications for Highway Construction. No project-specific mitigation with respect to the community will be required or is proposed for the Project.

4.7 Transportation

For county roadway realignments, county roads adjacent to the closed roadway shall not be closed at the same time and shall remain open to traffic. (NDOT, Contractor)

Access to properties may be limited at times throughout construction but shall remain open. The Contractor shall coordinate with property owners to maintain access to fields and residences. (Contractor)

4.8 Recreation Facilities

The work occurring adjacent to the Wisner-Pilger Public Schools may be minimized further during the final design process. If changes occur within the property, the impacts shall be re-evaluated, and additional coordination with the school will be conducted. (NDOT)

The Contractor shall not complete work or stage, stockpile, or store materials beyond the boundaries of the acquired ROW and temporary easements at the Wisner-Pilger Public Schools. If it is determined that additional temporary or permanent ROW is required outside of the designated boundaries or if access is restricted to a Section 4(f) property, coordination shall occur with NDOT Environmental. (Contractor)

Access to the Wisner-Pilger Public Schools shall remain open at one of the intersections, either 21st Street or 18th Street, during the closure of the other. The Contractor and the NDOT District shall coordinate with the Wisner-Pilger Public Schools prior to affecting traffic near the school. (NDOT, Contractor)

The shot put/discus pad in the northeast corner of the US-275 and 21st Street intersection shall be relocated within the practice field in coordination with the Wisner-Pilger Public Schools during the ROW process. (NDOT)

4.9 Historic Properties

The former Pilger Rest Area has been identified as a Sensitive Area on the north side of existing US-275 from MM 90.43 to MM 90.59. This Sensitive Area shall be indicated on Project plans. (NDOT Design)

A Sensitive Area (the former Pilger Rest Area) has been identified on the north side of existing US-275 from MM 90.43 to MM 90.59. No grading or Project activities, including, but not limited to, working, staging, borrowing, stockpiling, or storing material and/or equipment, shall occur within the boundary of the Sensitive Area(s). (Contractor)

NDOT shall ensure that geoaarcheological investigations and mitigation of the adverse effect on the Sharpe Homestead Site are completed as per the stipulations outlined in the Memorandum of Agreement executed on May 20, 2024. (NDOT Environmental)

~~COMPLETE. A Memorandum of Agreement would be drafted and executed to implement the Data-Recovery Plan approved by FHWA and concurred upon by NeSHPO to mitigate the adverse effect on the Sharpe Homestead Site. (NDOT Environmental)~~

~~A Project-level Programmatic Agreement will be drafted to ensure geoaarcheological investigations are completed. (NDOT Environmental)~~

4.11 Section 4(f)

~~COMPLETE. Following the public comment period for the Draft EA, NDOT would request concurrence from the Wisner-Pilger Public Schools superintendent on the *de minimis* impact determination for the use of the Wisner-Pilger Public Schools property. (NDOT Environmental)~~

4.13 Utilities

The Contractor shall follow the guidelines of NDOT's Policy for Accommodating Utilities on State Highway ROW (NDOT 2001). It is NDOT's responsibility to notify utility companies of the need for relocation during the design stage of the Project. The NDOT Utility Section will coordinate utility

agreements with the utility companies prior to construction. It is the Contractor's responsibility to notify utility companies of relocation needs during the construction phase of the Project for utilities that were not relocated before construction. (NDOT, Contractor, Utility Provider(s))

If utility relocation or replacement is required in a later phase of the Project, a re-evaluation shall be required if (1) federal funds will be used for the utility work, or (2) the Project construction contractor will be responsible for the work.

If this utility work is identified during final design, NDOT shall initiate the re-evaluation prior to Project letting. If the work is identified during construction, NDOT shall initiate the re-evaluation prior to commencing utility work. (NDOT Environmental, NDOT District)

If either one of the above two conditions does not apply, later relocation or replacement of utilities shall be coordinated through NDOT and the Contractor per NDOT's Standard Specifications for Highway Construction, Subsection 105.06. Any environmental permits required for these utility relocations or replacements shall be the responsibility of the Utility. (NDOT District, Utility Provider(s))

4.14 Air Quality

Short-term adverse effects on air quality resulting from construction shall be addressed or minimized through NDOT's Standard Specifications for Highway Construction. No project-specific mitigation with respect to air quality shall be required or is proposed for the Project.

4.15 Noise

Exhaust and muffler systems on construction equipment shall be in good working order. Construction equipment shall be maintained on a regular basis, and equipment may be subject to inspection by the construction project manager to ensure maintenance. (Contractor, NDOT Project Manager [PM])

The Contractor shall locate noise-emitting stationary equipment (for example, compressors, generators) to avoid unnecessary impacts on residents and businesses. (Contractor, NDOT PM)

4.16 Hazardous Materials

If contaminated soils/groundwater or unexpected wastes are discovered, the Contractor shall stop all work within the immediate area. The Contractor shall secure the area of the discovery and notify the NDOT Highway Project Manager (HPM). The Contractor shall not re-enter the discovery area until notified by the HPM. At the time of discovery, the HPM and Contractor shall use the NDOT Unexpected Waste Action Plan (UWAP) to coordinate appropriate actions. The actions to be carried out by the HPM are, but are not limited to, verification that the Contractor has suspended construction activities in the area of the discovery, contacting the Environmental Section Manager, and making an entry into Site Manager that an unexpected waste discovery was made. The HPM shall then use the UWAP Notification Form (NDOT Form 691) to properly document the extent and type of waste. The HPM shall ensure that proper disposal of the waste and any required health and safety mitigation is implemented by the Contractor. The Contractor shall handle and dispose of regulated material in accordance with NDOT's Standard Specification Section 107.11 (Hazardous Material Discoveries) and applicable laws.

If contaminated soils/groundwater or unexpected wastes are discovered, the Contractor shall stop all work within the immediate area. The Contractor shall limit access to authorized personnel within the area of the discovery and would notify the NDOT HPM. The Contractor shall not re-enter the discovery area until notified by the HPM. At the time of discovery, the HPM and Contractor shall use the NDOT Unexpected Waste Action Plan to coordinate appropriate actions. The Contractor is required by NDOT's Standard Specifications for Highway Construction, Subsection 107.11 (Hazardous Material

Discoveries) to handle and dispose of regulated material in accordance with applicable laws. (Contractor)

There is a medium potential for petroleum contamination to be present in the soils/groundwater southwest of the intersection of 17th Street North and US-275. The Contractor shall be aware of the possibility of encountering contamination in this area during construction activities and shall look for signs such as odor and/or discolored soil. The NDOT HPM shall be notified when construction occurs in the suspect area. If contamination is discovered, all work in the immediate area shall be stopped until NDEE and NDOT are notified, and a materials and management plan has been developed and approved. The Contractor shall manage the waste in accordance with Nebraska Administrative Code Title 132, Integrated Solid Waste Management Regulations. The Contractor is required by NDOT's Standard Specifications for Highway Construction, Section 107 (legal relations and responsibilities to the public) to handle and dispose of contaminated material in accordance with applicable laws. (Contractor)

There are one or more monitoring wells and/or soil vapor extraction (SVE) wells located near the Cattleman's Lodge and Suites in Wisner around RP 121+80. The monitoring/SVE wells shall be located and marked by the HPM / State Representative in the field. Construction activities near the wells shall be performed as to avoid damage to the wells. In the event that a monitoring/SVE well is damaged, the Contractor shall notify the HPM / State Representative immediately. The NDOT HPM / State Representative shall coordinate with the NDOT Environmental Section for guidance regarding remediation of the damage. The Contractor shall remediate any damaged monitoring/SVE wells as directed by the Engineer. The HPM shall upload documentation of the Contractor's remediation to OnBase (NDOT Dist. Environmental).

The Contractor shall avoid damaging any monitoring or SVE well as marked in plans or in the field. In the event that a monitoring/SVE well is damaged, the Contractor shall stop work at that location and notify the HPM immediately. The Contractor shall comply with the Engineer's direction concerning remediation of damaged monitoring/SVE wells and shall not continue construction activities near the damaged well until notified by the Engineer. (Contractor)

The following bridge structure(s) tested positive for asbestos containing material (ACM): S275 08742 black expansion joint at the center of concrete deck (45 square feet). Removal and disposal of the ACM shall be in accordance with Nebraska Department of Health and Human Services (DHHS) Nebraska Asbestos Control Program Regulations in Nebraska Administrative Code Title 178. The Contractor shall develop a removal and disposal plan in coordination with a licensed asbestos removal contractor and NDOT. The Contractor shall contact DHHS no later than 10 business days prior to removal of the ACM for guidelines on disposal. If the asbestos cannot be kept in a non-friable condition upon removal, the Contractor shall use a licensed asbestos removal contractor. A list of licensed asbestos removal contractors can be found at <http://dhhs.ne.gov/Pages/Asbestos.aspx>. ACM shall be disposed of at a landfill approved for handling asbestos. The Contractor shall provide landfill receipts to the NDOT HPM within 10 working days of disposal. (Contractor)

The HPM shall upload disposal documentation (that is, landfill receipts or other documentation provided by the Contractor) to OnBase. (NDOT District)

The Contractor shall submit a written National Emissions Standards for Hazardous Air Pollutants (NESHAP) notification to NDEE and a DHHS Form 5 at least 10 business days prior to demolition/renovation. The 10-day clock starts when the NESHAP and Form 5 notifications are postmarked, hand delivered, or picked up by a commercial delivery service. Faxing documents is prohibited. The Contractor shall provide the NDOT HPM copies of the notifications and their submittal date prior to demolition/renovation activities.

The HPM shall upload NDEE NESHAP and DHHS Form 5 documentation to OnBase.

There is potential for lead or toxic metal-based paint to be found on the structures to be demolished or repaired. Extreme caution shall be taken to minimize the amount of painted material or debris from causing or threatening to cause pollution of the air, land, and waters of the State. The Contractor shall create an implementation plan to dispose of paint waste in accordance with NDOT's Standard Specifications for Highway Construction, Section 732 (Lead-based Paint Removal) and Nebraska Administrative Code Title 128, Nebraska Hazardous Waste Regulations. The Contractor's implementation plan shall be provided to the HPM and documented in OnBase. (NDOT District, Contractor)

The bridge structures S275 08742, S275 09309, S275 09423, and S275 09644 shall be replaced or repaired. The Contractor shall create an implementation plan to recycle any lead-bearing plates and/or lead shims at a legitimate recycling facility as found in paragraph 3 (lead plate recycling) in the Standard Specifications for Highway Construction, Section 203.01, and in accordance with Nebraska Administrative Code Title 128, Nebraska Hazardous Waste Regulations. The Contractor's implementation plan shall be provided to the HPM and documented in OnBase. (NDOT District, Contractor)

4.17 Paleontology

For paleontological resources, additional field surveys and test excavations shall be conducted prior to construction by the Highway Salvage Paleontology Program (HSPP). The HSPP shall be informed throughout the planning process with regard to alignment choice, grading details, and borrow pit locations. On-site monitoring and the fossil mitigation plan shall be implemented throughout all phases of construction, *including construction of the wetland mitigation site*. (NDOT, Contractor)

In the event of a discovery of paleontological materials during construction, NDOT Standard Specifications for Highway Construction, Subsection 107.10 (2017, pg. 64) states, "The Engineer shall be immediately notified when any such articles are uncovered, and the Contractor shall immediately suspend operations in the area involved until such time that arrangements are made for their removal and preservation." (Contractor)

4.19 Floodplains

The US-275 roadway and bridges shall be designed to adequately convey flood flows along existing drainage patterns. Construction of the Project shall have floodplain encroachment, but Project impacts shall be certified that floodplain regulations are met, and a Floodplain Development Permit shall be obtained from Stanton County, Cuming County, *the Village of Pilger, and the City of Wisner* prior to construction to certify that the proposed Project shall not raise the base flood elevation more than 1 foot. All conditions of the permit shall be adhered to during construction. (NDOT Environmental, Contractor)

4.20 Water Quality

With the implementation of BMPs, no mitigation is required. The following permits shall be obtained prior to construction: (1) CWA Section 404 permit; (2) CWA Section 401 Water Quality Certification; and (3) NPDES permit, with implementation of a SWPPP, to address impacts resulting from disturbance of more than 1 acre of land during construction.

The Project spans through the Pilger Wellhead Protection Area and the Wisner Wellhead Protection Area. NDOT's Standard Specifications for Highway Construction, Subsections 107.01, 107.09, and 107.16, address the Contractor's responsibility to keep fully informed of, observe, and comply with all federal, state, and local laws and ordinances that affect the conduct of the work. (Contractor)

NDOT shall coordinate with the owners of wells that shall be directly impacted by the Project during the ROW process. If the well is actively used, NDOT shall have the well relocated and replaced. If a well is not currently in use, the Contractor shall decommission the well, as needed, during construction in accordance with Nebraska Administrative Code Title 178, Chapter 13. (NDOT Right-of-Way, Contractor)

4.21 Wetlands and Water Resources

Throughout the preliminary design process, efforts were made to minimize impacts on wetlands and other waters of the US. Avoidance and minimization measures shall be further refined during the final design process as appropriate. The design shall comply with the policy of Executive Order 11990 (42 FR 26961) regarding impacts on wetlands. Additionally, any project using federal transportation funds must adhere to the net gain of wetland policy (23 CFR 777.11(g)), where there shall be no net loss of wetlands across the program in a given year. (NDOT Roadway Design, NDOT Environmental)

Based on the preliminary impacts, wetland and stream mitigation shall be necessary. Where wetland impacts could not be avoided or minimized, mitigation shall occur at ratios determined by USACE and at locations approved by USACE. Mitigation ratios are determined based on the type and location of mitigation proposed for the affected wetlands. Required mitigation shall be completed at a minimum 1:1 ratio. Wetland mitigation is proposed to be at the off-site Wisner Wetland Mitigation Site an off-site mitigation area. The Wisner Wetland Mitigation Site mitigation site shall be designed and constructed as part of the Project. A Nebraska Stream Condition Assessment Procedure shall be completed as part of the CWA Section 404 permitting process to determine stream mitigation needs.

Prior to construction activities, a CWA Section 404 permit shall be obtained. An Individual Permit shall likely be the mechanism for authorization of permanent and temporary impacts related to construction access. All terms and conditions of the permit shall be implemented, and no work shall occur prior to obtaining the permit. (NDOT Environmental)

All wetlands within the Project limits that are not permitted for impacts shall be marked on the Project plans and on the E Sheet as avoidance areas. (NDOT Roadway Design, NDOT Environmental)

The Contractor shall not stage, store, waste, or stockpile materials and equipment in undisturbed locations, or in known/potential wetlands and/or known/potential streams that exhibit a clear "bed and bank" channel. Potential wetland areas consist of any area that is known to pond water, swampy areas or areas supporting known wetland vegetation, or areas where there is a distinct difference in vegetation (at lower elevations) from the surrounding upland areas. (Contractor)

4.22 Fish, Wildlife, and Vegetation

In accordance with NDOT's Avian Protection Plan (NDOT 2018), NDOT shall make every effort to schedule clearing and grubbing, large tree removal, or other work activities that may impact migratory bird nests, outside of the primary Nebraska nesting season of April 1 to September 1. If any of the aforementioned activities shall be required during this period, a nesting survey shall be completed by a qualified biologist prior to work commencing. Specific to bridge and culvert work, the required survey period extends through September 30. (NDOT Environmental, Contractor)

NDOT shall use the Bald Eagle Survey Protocol to determine when a survey for nests and/or roosts shall be conducted. If construction shall begin between February 1 and April 15, a nest survey must be completed at least 1 day but not more than 14 days prior to construction. If construction shall begin between April 15 and October 1, a nest survey completed in March is sufficient because nests shall likely already be constructed if nesting were to occur that year. However, a nest survey may be completed any time during this timeframe as long as it is completed prior to construction. If bald eagles are nesting in the area, consultation with NGPC and USFWS shall be required, and construction shall not commence prior to agency approval. Eagle roosting surveys shall be conducted if construction shall occur between October 1 and January 31.

In efforts to maintain aquatic wildlife connectivity, the Preferred Selected Alternative may use temporary structures during construction. The use of temporary structures shall facilitate aquatic life movements during construction in accordance with CWA Section 404 Nationwide Permit General Condition No. 2: Aquatic Life Movements. Proposed structures shall be constructed at appropriate sizes and elevations so as not to impede aquatic life movements. (NDOT Environmental, Contractor)

To avoid impacts on fish and other aquatic organisms, an erosion control plan and a SWPPP shall be developed and implemented. In accordance with the SWPPP and the requirements in the General Construction Storm Water Permit, NDOT shall inspect all erosion and sediment control BMPs every 14 days and after every precipitation event of 0.5 inch or greater. Any BMP adjustments and repairs shall occur within 7 days of the inspection to ensure that water quality is being protected to the maximum extent practicable. The SWPPP shall be maintained, and discharge points shall be monitored by NDOT until the site is 70 percent revegetated. (NDOT Environmental, Contractor)

According to NDOT's Standard Specifications for Highway Construction, Subsection 202.01(2)(b), the Contractor shall be responsible for disposal of all vegetation for NDOT ROW and the limits of construction. Disturbed areas shall be seeded in accordance with NDOT's Standard Specifications, Subsection 803.02. Revegetation of the area following construction shall occur using seed mixtures containing native grasses, legumes, and forbs to appropriately landscape the region, as specified in NDOT's *Plan for the Roadside Environment* for a rural highway corridor (NDOT 2008). (NDOT Environmental, Contractor)

As stated in NDOT's Standard Specifications for Highway Construction, Subsection 107.12, "The Contractor shall prevent the transfer of invasive plant and animal species and shall wash all equipment at the Contractor's storage facility prior to entering the construction site. The Contractor shall inspect all construction equipment and remove all attached vegetation and animal prior to leaving the construction site." (NDOT Environmental, Contractor)

As stated in NDOT's Standard Specifications for Highway Construction, Subsection 809.02, "Appropriate mulching materials, as defined in Subsection 806.02(1) of NDOT's Standard Specifications, shall be applied and shall not include brome hay or reed canarygrass. All sod, if required, to be applied to the Project shall be free from noxious weeds and all other weeds. (NDOT Environmental, Contractor)

4.23 Threatened and Endangered Species

To minimize any potential impacts on protected species, specific conservation conditions shall be implemented during design and construction (see *Draft EA Appendix P*):

- A-1 Changes in Project Scope. If there is a change in the project scope, the project limits, or environmental commitments, the Highway Project Manager shall coordinate with the NDOT Environmental Section to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the NDOT Environmental Section. (District Construction)

- A-2 Conservation Conditions. Conservation conditions are to be fully implemented within the project limits as shown on the plans. (District Construction, Contractor)
- A-3 Early Construction Starts. Contractor requests for early construction starts must be coordinated by the Project Construction Engineer with the NDOT Environmental Section for approval to ensure avoidance of listed species sensitive lifecycle timeframes. Early start requests may require consultation with the USFWS and NGPC. Agency coordination time will vary depending on species and project location. (District Construction, Contractor)
- A-4 T&E Species. If federal or state listed species are observed during construction, the Highway Project Manager will contact NDOT Environmental Section to determine if additional species conservation conditions would be required prior to continuing project construction activities. Contact NDOT Environmental for a reference of federal and state listed species. Coordination with the USFWS and NGPC may be required depending on the species identified and construction activities. (NDOT Environmental, District Construction, Contractor)
- A-5 Refueling. Refueling will be conducted outside of those sensitive areas identified on the plans, in the contract, and/or marked in the field. (Contractor)
- A-6 Restricted Activities. The following project activities shall, to the extent possible, be restricted to between the beginning and ending points (stationing, reference posts, mile markers, and/or section-township-range references) of the project, within the right-of-way designated on the project plans: borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites.

For activities outside the project limits, the contractor should refer to the Nebraska Game and Park Commission website to determine which species ranges occur within the off-site area. The contractor should plan accordingly for any species surveys that may be required to approve the use of a borrow site, or other off-site activities. The contractor should review the T&E Matrix agreement (on NDOT's website), where species survey protocols can be found, to estimate the level of effort and timing requirements for surveys.

Any project related activities that occur outside of the project limits must be environmentally cleared/permitted with the Nebraska Game and Parks Commission as well as any other appropriate agencies by the contractor and those clearances/permits submitted to the District Construction Project Manager prior to the start of the above-listed project activities. The contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan-sheet or drawing showing the location and dimensions of the activity site, a minimum of 4 different ground photos showing the existing conditions at the proposed activity site, depth to ground water and depth of pit, and the "Platte River depletion status" of the site. The contractor must receive notice of acceptance from NDOT environmental, prior to starting the above-listed project activities. These project activities cannot adversely affect state and/or federally listed species or designated critical habitat. (NDOT Environmental, District Construction, Contractor).

- A-7 Waste/Debris. Construction waste/debris will be disposed of in areas or a manner that will not adversely affect state and/or federally listed species and/or designated critical habitat. (Contractor)
- A-8 Post Construction Erosion Control. Erosion control activities carried out by NDOT Maintenance or others after construction is complete, but prior to project close-out, shall adhere to any standard conservation conditions for species designated for the project limits during construction. (NDOT Maintenance, District Construction, Contractor)

- S-1 Fencing. When project-related fence construction/relocation work is required to be done prior to the start of construction and if the fence work occurs outside urban or cropland areas not within swift fox or mountain plover range, then fencing can be installed/relocated at any time using the following criteria:
 - a. the fencing is temporary in nature and/or consists of only hand-driven posts
 - b. the work does not compact the soils (ex. through the use of heavy equipment) or cause soil disturbance beyond the driving of posts
 - c. within the whooping crane migration corridor, work occurring within a half of a mile of wetlands or perennial waters will occur between the hours of 10:00 am to 4:00pm when the work is between March 6 – April 29 or October 9 – November 15

If the fencing work cannot meet these criteria, then NDOT Right-of-Way Division shall coordinate with NDOT environmental prior to the completion of Right-of-way negotiations.

- S-2 Platte River Depletions. All efforts will be made to design the project and select borrow sites to prevent depletions to the Platte River. If there is any potential to create a depletion, NDOT (during design) and the contractor (for borrow sites) shall follow the current Platte River depletion protocols for coordination, minimization, and mitigation. In general the following are considered de minimis depletions, but may still require agency coordination; a project which:
 - a) creates an annual depletion less than 0.1 acre feet, b) creates a detention basin that detains water for less than 72 hours, c) any diverted water will be returned to its natural basin within 30 days, or d) creates a one-time depletion of less than 10 acre feet. (NDOT Roadway Design, Contractor)
- S-3 Revegetation. All permanent seeding and plantings (excluding managed landscaped areas) shall use species and composition native to the project vicinity as shown in the Plan for the Roadside Environment. However, within the first 16 feet of the road shoulder, and within high erosion prone locations, tall fescue or perennial ryegrass may be used at minimal rates to provide quick groundcover to prevent erosion, unless state or federally listed threatened or endangered plants were identified in the project area during surveys. If listed plants were identified during survey, any seed mix requirements identified during resource agency consultations shall be used for the project. (NDOT Environmental)
- S-4 Sensitive Areas. Environmentally Sensitive Areas will be marked on the plans, in the field, or in the contract by NDOT Environmental for avoidance. (NDOT Environmental, District Construction)
- S-5 Species Surveys. If species surveys are required for this project, results will be sent by NDOT to the USFWS, NGPC, and if applicable COE. (NDOT Environmental, District Construction)
- Northern Long-Eared Bat

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures. (NDOT Environmental, District, Contractor)

TREE REMOVAL AMM 1

Modify all phases/aspects of the Project (e.g., temporary work areas, alignments) to avoid tree removal in excess of what is required to implement the project safely. (*Design, District, Contractor*)

TREE REMOVAL AMM 2

Apply time of year (TOY) restrictions for tree removal (when bats are not likely to be present (November 1- March 31)), or Limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of the existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (*NDOT Environmental, District, Contractor*)

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in Project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (*District, Contractor*)

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season (April 1- October 31). (*District, Contractor*)

LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (*District, Contractor*)

- Suitable Bald Eagle nesting and/or roosting habitat exists within 0.5 miles of the Environmental Study Area. If construction will begin between February 1 and April 15, a nest survey must be completed at least 1 but not more than 14 days prior to construction. If construction will begin between April 15 and October 1, a nest survey completed in March is sufficient, as nests will likely already be constructed if nesting will occur that year. However, a nest survey may be completed anytime during this timeframe, as long as it is completed prior to construction. If bald eagles are nesting in the area, consultation with NGPC and USFWS will be required prior to beginning construction activities. Eagle roosting surveys will be conducted if construction occurs between October 1 and January 31. (*NDOT Environmental, Contractor*)

Appendix A

Public Involvement



To: NDOT Environmental
From: Lucas Nelsen, Public Involvement Specialist
Date: April 1, 2024
RE: Public Involvement Summary Report, S-275-6(1052) Norfolk - Wisner; C.N. 32319

Public Involvement Outreach Requirements for Public Hearing: C.N. 32319, S-275-6(1052) Norfolk - Wisner

Based on an analysis of the project scopes and a civil rights analysis, a public hearing, a targeted mailer in the form of a public notification, legal notice, news release, temporary highway signs, website, social media, and a 30-day comment period were used as outreach tools for public involvement on this project. No EJ/LEP populations were identified through the civil rights analysis, therefore no translations or specialized outreach were conducted. A public hearing was held at Wisner Pilger Public Schools in Wisner, Nebraska on Thursday, December 21, 2023, from 5:30 to 7:30 p.m., with approximately 108 stakeholders in attendance. The public notification involved mailing a postcard with a project location map to a compiled distribution list of 313 property owners adjacent to the project location, as well as potentially interested parties. Additionally, 195 public and private agencies with potential interest in the project were included in the distribution list, including the Nebraska Trucking Association. A legal notice was placed in two Nebraska Press Association (NPA) recognized newspapers; the *Norfolk Daily News* on December 6, 2023 and the *West Point News* on December 7, 2023. Temporary highway signs advertising the meeting were placed near the project location. Project information was added to NDOT's website at ndot.info/32319. On April 1, 2024, NDOT mailed a letter to the same two distribution lists as the initial public notification, as well as anyone who attended the public hearing or provided a comment. The letter explained design modifications made since the public hearing.

NDOT Public Involvement received 42 comments from 34 commenters during the specified comment period (December 6, 2023 – January 22, 2024).

Comment Number	Comment	Response
Verbal Comments from the Public Forum (Full Comment in Attached Transcript)		
1	Stakeholder's question is on the traffic accommodations. On 21st Street, they believe they heard NDOT say there is a right-hand turn lane that will be out there. Asked about traffic on the left-hand – or, coming eastbound. Asked if there will be a turn lane from the eastbound for the eastbound traffic? Repeated that a presenter had mentioned something about a right-turn lane, but for the eastbound traffic but didn't mention anything for a left-turn lane. Stated that they've had quite a few accidents out on that intersection, and if you travel from east bound, you'll notice marks on the road. Stated that there was an accident a few days ago, and there have been some accidents with injury, as it's a heavily used intersection. They would like to have a turn lane put in at the school as there are sometimes three buses turning at the same time.	Appreciated input regarding the proposed projects. Stated that the proposed design provides several improvements, particularly at intersections. Stated that left-turn lanes will be provided for US-275 intersections with Nebraska Highway 57 (N-57), Nebraska Highway 15 (N-15), Nebraska Highway 51 (N- 51), and county roads, including for eastbound US-275 at 21st St in Wisner, which will allow eastbound left-turns to occur without blocking the through lanes. Stated that offset right-turn lanes will be provided at the US-275 intersections with N-15 and 21st Street to allow right turns without blocking through lanes and to improve sight distance for the state highway and street approaches to those intersections. Thanked stakeholder for feedback and participation on the project.
2	Stakeholder stated that they'd like to know how NDOT is going to take care of landowner center pivots and if NDOT will replace them. Stated that they live on 570th Avenue, which NDOT does not plan on making a corner where cars can go each way. Stated that they've got to go down the road and come around and would like to know if there's enough room to turn semis that way.	Appreciated input regarding the proposed projects. Stated that if impacts are anticipated, project representatives will contact landowners during the final design and right-of-way negotiation and acquisition phases, which are anticipated to occur later this year. Stated that right-of-way negotiations will include discussion of impacts to center pivot systems, in addition to land and other property impacts. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.

3	Stakeholder stated that the J turns are vastly undersized, including the current ones. Stated that they might accommodate a standard tractor-trailer, larger equipment with travels through here, and they need a bigger turning radius. Stated that they know it's probably standard by design and required, but the feels the inner shoulder needs to be more than 5 feet, for safety, especially when equipment is stuck in the ditch in the median, and also provides safety for fire and rescue.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.
4	Stakeholder stated that what the previous landowner said about J turns is exactly right. Feels that they're terribly undersized and not safe. Stated that they don't accommodate truck traffic. Stated that they have, roughly, a 65 - 70-foot long tractor-trailer combination, and feels the current turn down by Humphrey is not remotely safe. Stated that they can barely make the U-turn, and then they struggle to accelerate and remerge. Stated that it's terrible and they're supposed to have an expressway system. Stated that NDOT should be doing overpasses like those by Fremont or in Omaha. Stated that NDOT has a bypass around Lincoln and a bypass around Fremont, and they deserve a bypass or overpass, not J turns.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.
5	Stakeholder lives on 570 Avenue, and asks NDOT why J-turns aren't listed online \right now. Asked why the first acknowledgment is located at the meeting site. Asked why there wasn't more transparency to stakeholders, and if it was because NDOT was afraid they would have to relocate the J-turns. Stakeholder agrees with the statements about J-turns being unsafe. Stated that NDOT is dealing with gravel intersections, not dealing with traffic on 91. Stakeholder feels it's more of pain for the semis than having the median wide enough so drivers can get to the middle and wait. Stakeholder understands cross-traffic going 75 because they farm and own property along it.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Apologized for the difficulty encountered accessing the mosaic aerial files. Stated NDOT is allowing comments beyond the comment period deadline to accommodate this technical difficulty. Thanked stakeholder for feedback and participation on the project.

	Stated that when the four lane up by Norfolk and increased speed limit makes a difference in closing rates which drivers on the highway do not realize when coming up behind something.	
6	Stakeholder asked if a traffic study had been done on Highway 15 regarding truck traffic. Stakeholder lives in Pilger estimates 100-200 semis use Highway 15 on a daily basis, and a lot of that truck traffic has to exit and enter the intersection at US-275 and N-15. Stated that their concern is how long the exit and entry lanes are for semis. Asked if the lane is going to be long enough to hold four or five semis at a time trying to make the turn.	Appreciated input regarding the proposed projects. Stated that NDOT has performed a traffic study to determine intersection needs and turn lane lengths. Stated that some intersections would have longer turn lanes; for example, those where US-275 intersects with other state highways like N-15. Stated that as final design begins on the project, NDOT will continue to refine the intersection designs to make sure enough turn lane length is provided for deceleration and storage for trucks waiting to make their turns off US-275. Thanked stakeholder for feedback and participation on the project.

Written Comments and Phone Logs

7a

Stakeholder is General Manager/President of Farmers Cooperative headquartered in Pilger and is concerned with this project and the not so popular J Turns that are in the plans. Stated that with ag equipment, traveling down US-275 is avoided because of the traffic. Stated that with so many county roads and bridges that are not passable, operators have to cross US-275 in multiple places. Stated that it has been preached to them by state employees that the J turns are safer than just simply crossing the highway. Stakeholder believes that in this case this will be much more unsafe for employees and ag equipment.

Stated this will be unsafe for employees and very unsafe for customers during planting and harvest time.

Stakeholder is 100% in favor of the four lanes but thinks this is a 'quick fix' to get US-275 completed. Stated that this project needs to be done the correct way, with all four lanes the same elevation so operators can simply and safely cross with equipment. Aware that NDOT has likely been told this many times, but this surrounding ag community and the stakeholder have contributed many dollars into this state and that their voices and opinions need to be taken into consideration. Stated that this project will have a huge impact for years to come, and they need to have a seat at this table.

Appreciated input regarding the proposed projects.

Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st avenues to allow full access at each intersection.

Stated that NDOT plans to build the two new lanes primarily on the south side of the existing highway. Stated specifically, near the US-275 and Nebraska Highway 15 (N-15) intersection leading to Pilger, the proposed improvements would include building the two new US-275 eastbound lanes south of the existing lanes, and the intersection would be reconstructed.

Stated that a minor amount of right-of-way would be required from a few parcels north of the existing roadway. Stated that no residential or business acquisitions or relocations are anticipated. However, if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. Stated that construction is anticipated to begin in Spring 2025 with anticipated completion in 2028.

Stated that county road access may be temporarily restricted during construction; however, no two consecutive county roads will be closed

7b

Stakeholder acknowledged the US-275 project has likely been a hot topic at NDOT since the public meeting in Wisner. Expressed concern about this project and the not so popular J Turns that are in the plans. Stated that with ag equipment, traveling down US-275 is avoided because of the traffic. Stated that with so many county roads and bridges that are not passable, operators have to cross US-275 in multiple places. Stated that it has been preached to them by state employees that the J turns are safer than just simply crossing the highway. Stakeholder believes that in this case this will be much more unsafe for employees and ag equipment. Stated this will be unsafe for employees and very unsafe for customers during planting and harvest time. Stakeholder is 100% in favor of the four lanes but thinks this is a 'quick fix' to get US-275 completed. Stated that this project needs to be done the correct way, with all four lanes the same elevation so operators can simply and safely cross with equipment. Stakeholder stated that this surrounding ag community and has contributed many dollars into this state and their voices and opinions need to be taken into consideration. Stated that this project will have a huge impact for years to come, and they think they need to have a seat at this table. Stakeholder has been told there are a few individuals trying to arrange a meeting and will be a part of that, but wonder if NDOT has any suggestions or advice on what can take place from this point. Stated they're looking for some help.

at the same time. Stated that construction is not anticipated on Nebraska Highway 57 (N-57) and traffic through its intersection with US-275 would be maintained during construction. Stated that NDOT and the contractor will work with landowners regarding temporary field access during construction.

Thanked stakeholder for feedback and participation on the project.

7c	Stakeholder stated that they received a postcard in the mail about the US-275 project between N-57 and Wisner, and they have a couple of questions. Asked if NDOT plans on building on the north or south side of the existing highway, and how does NDOT plan on laying out the junction of 15/275 north of Pilger. Stated that building on the North will affect their personal property, and are concerned about that. Asked when the projected start date and completion date is. Stated they need access to gravel roads and field entrances and would like to know how that can be handled and coordinated. Stakeholder also has a liquid fertilizer plant on N-57, and the N-57 and US-275 junction is used pretty heavily in the springtime. Excited about four lanes, but trying to be as prepared.	
8a	Stakeholder is a landowner along the proposed four lanes from Wisner to Hwy 57. Stated that they own land and are also a shareholder in Bojak Inc. Stated that at the last meeting they had moved new construction by 15 south to the north side which had affected four homesites. Stakeholder asked if NDOT moved it back to south side where it had always been. Stated that they have supported the four lanes since it was first talked about in a meeting in Pilger in 1985.	Appreciated input regarding the proposed projects. Stated that NDOT plans to construct the two new lanes on the south side of the existing highway. Stated that between 575th Avenue in Stanton County and 2nd Road in Cuming County, the eastbound lanes would shift further to the south to avoid a waterway in the south ditch of the existing roadway. Stated that right-of-way would be acquired, primarily south of the existing roadway. Stated that NDOT's access policy places limitations on how close driveways can be to intersections and to each other. Stated that since the 1/2 mile access between 573rd and 574th avenues was too close to the adjoining property accesses, a consolidated drive serving their residence was proposed. However, project representatives will contact landowners during the final design and right- of-way acquisition phases, anticipated to occur this year. Stated that these discussions would include right-of-way negotiations to refine property access. Thanked stakeholder for feedback and participation on the project.

8b	Stakeholder stated they support this project and realize the need. Stated that they have attended every meeting including one held at Pilger Senior center in 1988 hosted by Sen Stan Schellpepper. Stated it's too bad it was not constructed then as Fremont to Norfolk was estimated to cost less than this section will cost. Stated that they did attend the J turn meeting on the 16th. Stakeholder has two concerns: 1) they do not want an access road coming across their front yard. They will work with the state and enhance the road that comes off 574th Ave. 2) There was no access on map at ½ mile line between 574th and 573rd avenues. Stated that the drive that is currently located there is used by trucks to haul to parts of 487 acres to the north. Stated that there can be up to 93 truckloads using that driveway. Stated that they cannot haul grain with grain cart to other drives. Stated again that up to 93 loads going an extra ½ mile behind a tractor to truck is unacceptable. Stakeholder farms seven farms that will be impacted by expressway and four pivots will be affected. One is in Cuming county at east end of wide Hwy by 15 north junction. Stated NDOT cannot remove all their ½ mile access points. Stakeholder listed names of those landowners they farm or rent.	
9	Stakeholder stated that they live in CO and is unable to attend public hearing. Stated that they own land south of the project, so have an interest in the project. Stated that people that farm the field likely already know about the meeting and the stakeholder plans to inform them. Suggested livestreaming meetings for landowners that may live out of state.	Appreciated input regarding the proposed projects. Stated that information regarding the proposed project, including a narrated presentation, is available at ndot.info/32319. Stated that those without internet access, information may be obtained at NDOT Headquarters: 1500 Nebraska Parkway, Lincoln, NE 68502, or by contacting: Kevin Domogalla, NDOT District 3 Engineer, at kevin.domogalla@nebraska.gov or (402) 370-3470. Thanked stakeholder for feedback and participation on the project.

10	Stakeholder requested circular intersections by the school and where blacktop south of town meets US-275.	Appreciated input regarding the proposed projects. Stated that traffic at the 21st Street and 18th Street intersections was evaluated, and improvements are proposed at these intersections; however, roundabouts are not included in the proposed improvements for this project due to property impacts. Stated that the area referenced near 13th Street is not included in this project. Thanked stakeholder for feedback and participation on the project.
11	Stakeholder stated that they understand that borrow for the project is something that contractors are responsible for acquiring and that sand may be used for borrow some extent. Stakeholder stated that the Wisner Yacht Club, Ltd. Owns +/- 180 acres located at 293 S Road, approximately 3 miles east of Wisner and 1 mile south of US-275 and may be interested in working with potential contractors to provide borrow. Stakeholder requested to be added as a contact for potential contractors.	Appreciated input regarding the proposed projects. Stated that stakeholder is correct that contractors are responsible for acquiring borrow for highway construction. However, NDOT cannot provide information to contractors that could affect highway contract bids. Thanked stakeholder for feedback and participation on the project.
12	Stakeholder owns the agricultural land to the NE of the west Junction of US-275 and N-15. Wants NDOT to know that there are three property owners in that corner. Stated that one owns agricultural land, another is a homeowner, and the last is an owner of the machine shop. Stated that they the large presentation showed, in yellow, new pavement/surfacing off the county road to the east to the machine shop and home. Stated that their questions were about easements, ROW for the new pavement, surfacing, and whether the new pavement/surfacing would be pavement or gravel. Stated that they know ROW will contact the three landowners about any easement or ROW agreements. Asked if someone can please verify the surfacing.	Appreciated input regarding the proposed projects. Stated that the proposed joint driveway would be constructed on the Garvin property with access easements provided for the Oertwich building and Marx residential properties. Stated that the proposed joint driveway would be surfaced with gravel. Thanked stakeholder for feedback and participation on the project.
13a	Stakeholder is glad to see this project getting started. Stated that roads should be safer through the Hills in Stanton County	Appreciated input regarding the proposed projects. Stated that the proposed design at the 18th Street intersection is

13b	Stakeholder enjoyed the public hearing on US-275 from Stanton to Hwy 37 to Wisner. Noted the right and left turn lanes into the school and asked why NDOT would give access to the school from a four-lane highway. Stated that there was an accident there already. Stakeholder asked why couldn't there be only one highway intersection instead of three. Stated that people would prefer an overpass. Stated that they are happy with the road NDOT is planning to build.	being evaluated to optimize geometrics and minimize impacts to school property. Stated that the proposed improvements, which include left-turn lanes and an offset right-turn lane at 21st Street, will improve safety for school traffic by improving sight lines and allowing drivers to turn out of US- 275 traffic away from through lanes. Thanked stakeholder for feedback and participation on the project.
14	Stakeholder stated that a circular intersection is needed by the school for safety and speed reductions, as well as a circular intersection where the blacktop meets US-275 & 13th St.	Appreciated input regarding the proposed projects. Stated that traffic at the US-275 intersections with 21st Street and 18th Street was evaluated, and improvements are proposed at these intersections. However, roundabouts are not included in the proposed improvements due to property impacts. Stated that the area referenced near 13th Street is not included this project. Thanked stakeholder for feedback and participation on the project.
15	Stakeholder requested pages 3-5 including figure 3-1 regarding access at S road relative to their property. Stakeholder would like full paper copy of each and info specifically noted above (page, access)	Appreciated input regarding the proposed projects. Stated that a copy of the requested pages from the Draft Environmental Assessment were mailed to them separately and to please reach out if they were not received or any additional information is needed. Thanked stakeholder for feedback and participation on the project.
16	Stakeholder requested NDOT square off 18th St at US-275 and add a pedestrian overpass at 18th St & US-275	Appreciated input regarding the proposed projects. Stated that the proposed design in this location would improve intersection geometrics while minimizing impacts to school property. Also noted that a pedestrian overpass in Wisner is not within the project scope. Thanked stakeholder for feedback and participation on the project.

17	Stakeholder asked why NDOT is going through Wisner (and they're assuming Beemer in the next phase)? Asked if it would be the intent of an expressway to go around and possibly tie into Hwy 51, following to the north, then going to US-275 east of Beemer. Stakeholder stated that would alleviate 25 mph traffic in Wisner and nearly as slow in Beemer.	Appreciated input regarding the proposed projects. Stated that bypasses around Wisner and Beemer are not within the project scope. Thanked stakeholder for feedback and participation on the project.
18	Stakeholder owns and operate Maas Feedlots LLC in Stanton county, and has two feedlot locations, one north of 568th Ave and US-275, and one located south of US-275 on 569th Ave. is concerned with proposed J turns placed off and on these two roads. Stated that the feedlot has 75+ trucks per week turning off and on these two roads loaded with anything from distillers, corn, cattle, plus a variety of other commodities. Stated that in addition to numerous tractors and implements that will not, in their opinion, be safe going down the highway to and through the J turn. Stakeholder stated that truck and equipment operators make every effort to go across US-275 rather than down the highway in order to maintain the flow of traffic in either direction. Stated that in those situations that this is not possible, with J turns in place, operators will be driving large, slow moving equipment that will take up both lanes to the J turn and back to either 568th or 569th avenues. Stakeholder feels the engineering of US-275, especially in regard to the J turns, does not take into consideration the amount of rural, large and slow moving equipment that travel up and down US-275. Again mentioned major safety concerns for operators and all those that may encounter them on the highway.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.

19a

Stated that they recently reached out via phone on December 22nd 2023. Stated that hopefully NDOT made notes of their conversation, however they thought they would make some written comments as well. Stated that they are in full support of the US-275 widening and were one of the founding members of 4 Lanes 4 Nebraska group. Stated that they do have some concerns however with the plan to widen an area and have the water/drain ditch down the middle of the lanes. Stated that they see how this might seem reasonable many years ago, but not in today's current landscape conditions. Stated that numerous things have changed over the years to the properties on both sides of the widening area. Stated that most of the land on both north and south of the area has been tiled. Stated that many of the tiles drain into reservoirs and the water is lifted to the surface and then runs its natural course. Stated that they have learned how to farm the land, which for years was too wet to even get into the fields. Stated that the main drainage ditch that feeds the area has been blocked or redirected into a holding lagoon. Stated that this ditch is responsible for draining nearly 300 acres so that alone changes the water run to the affected area. Stated that the proposed plan moves the south lanes much further onto their property and other people's property. Stated that this has direct results of buying additional land, removing or changing tile lines, moving and changing center pivots, moving and changing reservoirs and lift stations, moving and changing electricity service, and changing drainage areas of the existing land. Stated that they are looking forward to the US-275 widening project and visiting with the engineers for the best results.

Appreciated input regarding the proposed projects and noted that an on-site meeting is scheduled for April 17, 2024 to discuss these concerns with the commentor.

Thanked stakeholder for feedback and participation on the project.

19b	Stakeholder is a landowner near Humbug Creek and the east Highway 15 junction. Asked for additional or relocated drives. Stakeholder understands their controlled access policy and the desire to combine drives and reduce the number of entrances, but may want to pursue further ROW negotiations. Stakeholder's land has a drain tile and lift station. Also asked about the sight distance for 574th Avenue looking east. Claimed there is a dip in the highway that may lose sight of westbound vehicles.	
19c	Stakeholder is a landowner along US-275 and was unable to attend the public hearing regarding the information at the Wisner high school. Stated that they do have questions and comments and would appreciate a phone call back. During the phone call, stakeholder stated that they own land west of N-15 intersection, north and south of US-275. Stated that they have area blocked off from flood plain, so no water comes down that ditch and under the existing highway. Stated that very little continues to go through their property. Stated that they're not sure if median needs to be that wide. Stated that there is tile in the area as well, and neighbor has tile. Stated that their neighbor to the west's tile system can go into ditch, but the ditch that goes north and southwest of the N-15 has been essentially dammed up. Stated that lift station for tile on southeast portion of neighbor's property would drain into that ditch where it meets existing 275. Stated that they have tile on southeast corner of quarter north of the US-275/N-15 intersection, but that stays north of the highway and drains east. Stated that everything draining from property stays north of existing 275. Stated that drainage to the south doesn't occur from property until just west of N-15/275 intersection. Stated that south of 275 is pretty well tiled, and there's a lift station along the north side where there's wetland and proposed culvert. Stated that the proposed expansion would likely go over one or two tile lines and reservoirs. Stated that the tile has to be buried	

	about 6 ft deep into that reservoir because ground is so low in the area. Stated that the proposed project would require moving reservoir and tile. Stated that the other wetland that runs diagonally north and east connects to a ditch which currently drains into existing ditch, but there's no culvert. Stakeholder dug out ditch in order to allow drainage into the existing ditch if there's high water. Stated that the new proposed expansion would block drainage to the ditch and doesn't show a proposed culvert. Stakeholder's property stops at the Stanton/Cuming Co line.	
20	Stakeholder stated they would like an onsite meeting noting the new ROWs for utilities to have a better idea of where poles, wires and equipment can be set and not be located at the culvert or field entrance. Stakeholder would also like a clear explanation of dirt being removed or added in areas where location of utilities is happening, to prevent having wire not buried deep enough at highway crossings, as well as time frames of when each utility is expected to have their equipment relocated and old removed.	Appreciated input regarding the proposed projects. Stated that project representatives will reach out to individual utility owners as design and right-of-way plans are finalized. Stated that they will assist utility owners in evaluating impacts, including those due to grading, assessing whether relocated utilities can be accommodated on right-of-way, and determining the relocation timeframe. Thanked stakeholder for feedback and participation on the project.
21	Stakeholder stated that they are a resident in Wayne County on Hwy 15 (five miles south of Wayne) and commute to Norfolk four times a week. Stated that they are reaching out about a specific section of the project- both Hwy 15 intersections and the roadway between the north and south interchanges of HWY 15 on US-275. Restated they are a resident of Wayne County (reside five miles south of Wayne) and commute to Norfolk four times a week specifically traveling this area both directions. Stated that, the traffic on Hwy 15 has a large volume of cattle trucks commuting south to Schuyler from the North on Hwy 15. Stated that on US-275 between the north and south interchanges of N-15 provides the most concern on their commute. Stated that the trucks barely make it to 55 mph before turning onto N-15 into Pilger. Stated that with	Appreciated input regarding the proposed projects. Stated that the intersections on this project have been reviewed in accordance with NDOT's current practices for rural expressway design. Stated intersections are evaluated for many criteria, some of which include design vehicle, traffic volumes, design speed, type of traffic control, and proximity of accesses. Stated that the additional lanes will improve traffic flow by allowing passing of slower moving vehicles and the left-turn lanes at the Nebraska Highway 15 (N-15) intersections will be lengthened which will help trucks exit US-275 traffic sooner. Thanked stakeholder for feedback and participation on the project.

	new lanes, wider intersections, and trucks switching lanes they have more concerns about this. Stated that they wish they had a cheap idea on how to make this area be constructed. One solution for consideration would be roundabouts with dividers so vehicles can't switch lanes prior to and during the commute through the roundabouts. Ideally, they would prefer the 15 intersections and road be reconstructed but the cost of the project would help Hwy 15 north to Wayne have passing lanes completed sooner. Stakeholder thanked NDOT for taking the time to read their comment and asked NDOT to look into solutions for their area of the commute in which they and many other Nebraskans travel.	
22a	Stakeholder asked numerous questions on the process for design and approval of design concepts. Stated that they are talking to all landowners and tenants from the Wayne county line south to the Elkhorn River. Stated that they have been trying to contact Commissioner Copple to set up a meeting to talk to him about his issues. Stated that he has been in touch with another landowner but did not say he has been invited to the meeting that person set up. Stated that they wanted a copy of the video recording of the meeting.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection.
22b	Stakeholder stated that they were surprised not everyone received a letter about the project. Stated that it wasn't put in bold print that the J intersections would be proposed and feels they may have to retain legal counsel. Stated that it's good to show on mosaic what roads lay to the north and south of the project, minimum maintenance roads and county roads especially. Stated that landowners they've spoken to from the Wayne Co. line to the Elkhorn River are opposed to the J turns. Stated that they wonder why J turns aren't spelled out in black ink anywhere.	Thanked stakeholder for feedback and participation on the project.

23	Stakeholder is very happy that completion of this projects is finally scheduled. Stated that their concern is with the four mile segment that doesn't allow left turns. Stated that there are many cattle trailer semis and farm equipment that take that stretch of US-275. Stated that not being able to cross that stretch of US-275 is going to cause problems as it gets a lot of semi tractor traffic. Stated that if traffic is backed up for a J turn it will cause problems. Stated that they Stakeholder thinks NDOT is seriously underestimating the amount of farm equipment that travels on US-275. There are many bridges in Stanton County that farm equipment can't travel over and are forced to take the highway.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Stated that improving county road bridges is not within the scope of this project, and is the responsibility of the respective county. Thanked stakeholder for feedback and participation on the project.
24	Stakeholder stated that they would like to see the proposed J turns on the US-275 project changed to regular intersections. Stated that they live in an agricultural community, and this will profoundly impact where they live and work. Stated that they try to avoid using the highway with their equipment, but this will force them onto the highway with slow moving equipment causing a safety concern for operators as well as other drivers, which the stakeholder felt was for no reason than to save some money on not correctly redoing the existing intersections. Stated that their neighbors would like someone to schedule a meeting to discuss the possibilities of moving away from the proposed J turns. Stated that it may not impact the commuters traveling down US-275, but it will cause a severe impact to those living in the area.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.
25	Stakeholder stated that J turns are not necessary at every gravel road. Stated that it will impede traffic patterns and cause issues for the traffic that is utilizing these road ways.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.

26	Stakeholder is a landowner and renter of 8 quarters of ground that will be affected by the highway expansion, and would like to voice their disapproval of the J-turn idea for 4 miles in a row. Those 4 miles are located by land they farm and own. Stakeholder would prefer dirt being moved on the existing lanes or the new West bound lanes. Especially with winter weather, they believe the state can do a better job of alleviating some of the drifting problems by moving dirt. The stakeholder's biggest concern is their equipment using the J-turns. Several trucks and large farm equipment will be affected by tight turning and it will take a toll on tires, axles, and twisting and binding. Agree that J-turns have a place on some roads, but not at these 4 intersections in a row. And not on county roads.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Stated that snow drifting is a known concern along the north side of the existing highway and will be addressed with the project. Multiple locations with steep slopes will be graded to flatten the slopes and reduce the drifting that currently exists. Thanked stakeholder for feedback and participation on the project.
27	Stakeholders are not in favor of the J-turns proposed. Stated that they are less convenient to make the turn especially with farm trucks and equipment. Stated that they do not own land in the vicinity but wanted to call in their opinion.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.
28a	Stakeholder stated that the 570 intersection on US-275 should be handled the same way as the 568th & 569th intersections. Stated that farm machinery on Pilger to Stanton cut across road use this intersection to cross US-275. Stated that the 570 intersection provides the best visibility in both directions of any of the cross road intersections between Hwy 57 and 15. Stated that if the road height is made the same as the existing north lanes in this intersection, a 90 foot median with stop signs was added, this would be a very safe intersection crossing for agriculture machinery. Stakeholder lives north of US-275 on 570 Ave and have seen the volume of farm equipment that uses this route during each agriculture season, especially after a modern no weight limit 24' wide bridge was placed on 570 Ave making it the best road to take to go to the	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Stated that information regarding the proposed project, including a narrated presentation, is available at ndot.info/32319. Stated that for those without internet access, information may be obtained at NDOT Headquarters: 1500 Nebraska Parkway, Lincoln, NE 68502, or by contacting: Kevin Domogalla, NDOT District 3 Engineer, at kevin.domogalla@nebraska.gov or (402) 370-3470. Thanked stakeholder for feedback and participation on the project.

	north. Stated that they feel abandoning the safest cross intersection in this stretch of the 275 expressway would be a costly mistake. Stated that NDOT has a safe, useful intersection that serves the public well and should use it.	
28b	Stated that they object to the proposed J turn on the US-275 & 570 Ave. Stated that it will unfairly impact and lower the property values on property that relies on the 570 Ave US-275 intersection, compared to 568 and 569 avenues that will both have double stop 90 ft wide median intersections. Stated that the 570 Ave intersection needs this same type of intersection for agriculture and safety reasons. Stated that the 570 Ave with the double stop style intersection would be the safest of any of the intersections in the area. Stated that unlike the 568 & 569 intersections, no future work would be required as it will have a half mile or more visibility of oncoming traffic into the intersection from both directions. Stated that 568 & 569 both have severely reduced visibility t of the oncoming west bound traffic. Stated that there possibly will be serious accidents at both of these intersections without the removal of the hill blocking the view of oncoming west bound traffic. Stakeholder feels that the 570 Ave intersection, if done with a double stop 90 foot wide median, would be the last construction required for this intersection and it would be a truly safe expressway functioning intersection for everybody including agriculture, semi's, trucks & all vehicles. Stated that as of January 20 2024 at 3:30 p.m. the plot 1 on the mosaic aerial is only partially functioning, on this website. Stated that they cannot see the plans for their property due to it not working properly, with the comment period ending, the stakeholder would like this information provided to them as an affected landowner.	

29	Stakeholder stated that they will be happy with the new highway, but very against the J turn that is being proposed. Stated that it will be a big inconvenience for the farmers in the area. Stated that it will be difficult to turn a loaded semi on this type of turn.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection. Thanked stakeholder for feedback and participation on the project.
30	Stakeholder owns land on the south side of US-275. Asked why 20 acres one mile east of US-275 and N-15 is considered a wetland. Stated that they own land on the south side of Pilger with sand. Asked if sand and gravel could be pumped out and used for the project. Asked if their 20 acres will be taken and if they could just take everything and make a lake on the stakeholder's property south of Pilger.	Appreciated input regarding the proposed projects. Stated that agricultural wetlands are determined based on review of several years of aerial imagery to identify wet signatures and soil types. Stated that NDOT does not specify source materials for highway construction as they are provided by the contractor. Thanked stakeholder for feedback and participation on the project.
31	Stakeholder has concerns on how NDOT will be handling the center pivots on the land that is selected for the new roadway. Asked how NDOT will be handling the changes on property when NDOT has to take away a driveway. Stated that they have concern that the turning lanes in the middle of the four lane will be large enough to handle a semi-truck and trailer safely.	Appreciated input regarding the proposed projects. Stated that if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. These discussions will include specific property impacts such as center pivots and changes to access. Stated that the new median breaks for county roads and rural residence access are designed to allow at least one truck to wait for gaps without blocking through lanes. Stated that some intersections would have longer turn lanes; for example, those where US-275 intersects with other state highways. Stated that the intersection designs are checked using software that simulates truck turning to verify sufficient pavement will be constructed. Thanked stakeholder for feedback and participation on the project.

32	Stakeholder stated that their farmland will be directly affected by the US-275 Norfolk-Wisner project. Stated that their land is west of the Wisner Dollar General and borders Highway 51. Stated that they are living in Michigan and were unable to attend the public hearing in December. Stated that they have a few questions related to the US- 275 project. 1. From the information posted online, it appears that the new portion of the highway will be constructed north of the existing highway and are wondering why that was chosen rather than the south side. 2. Asked how much of their land, an estimated by feet and acres will be affected. Stated that this is all prime farmland and like others, there will be a loss of income. Stated that NDOT's answers to these questions will be greatly appreciated.	Appreciated input regarding the proposed projects. Stated that the new portion of the highway would be constructed south of the existing highway. Stated that project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. Thanked stakeholder for feedback and participation on the project.
33	Stakeholder stated that they attended the meeting in Wisner discussing the projected four-lane development of US-275. Stated that they are the tenants of the farm at the intersection of Hwy 15 N & 275 on SE corner. Stated that they have a concern on the number of acres the roadway is going to use along this section of the road. They believe the concern on NDOT's end was the wetlands in this area, and would like to inform NDOT that this farm has had a considerable amount of tiling done and they know the farms around them have done a considerable amount as well. Stated that they wanted NDOT to be aware of this before making final decisions on design. Stated that if NDOT has any questions, please feel free to contact them.	Appreciated input regarding the proposed projects. Stated that if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. Stated that these discussions will include specific property impacts such as tiling. Thanked stakeholder for feedback and participation on the project.

Stakeholder is secondary owner of Alexander Cattle & Farms in Pilger. Stated that they are fully in support of the highway expansion to help increase safe, and logistical productivity to the economy of northeast Nebraska as a whole. Stated that they are not in favor of fully expanding/extra widening of the drainage ditch around the junctions of the highway 15 corridor. Stated that they now contain and control the majority of the water that used to run through that drainage area. With the addition of their lagoon and containment facilities, the water from the surrounding northern acres are controlled, contained, and distributed well via center pivot irrigation on their property on the north side of 275. Stated that they have also extensively tiled and managed their land south of 275.

Stated that by widening for drainage, it will be very costly and timely for the stakeholder and the state. Stakeholder is also the father of three children who travel US-275 most days to Wisner for school or activities. Feels there are some safety issues that need to be addressed, especially for those youths that are new to driving, with increased risk of crossing lanes, and higher traffic flow. Stated that they look forward to visiting with engineers to help make the new highway project the best possible version, with the least amount of change and cost to the stakeholder and the public.

Appreciated input regarding the proposed projects.

Stated that if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. These discussions will include specific property impacts such as tile lines, center pivots, reservoirs and lift stations, electricity service and drainage areas.

Stated that the proposed design provides several improvements, particularly at intersections. Stated that left-turn lanes will be provided at the US-275 intersections with Nebraska Highway 15 (N-15), Nebraska Highway 51 (N-51), and 21st Street in Wisner, which will allow those turns to occur without blocking through lanes. Stated that offset right-turn lanes will be provided at the N-15 and 21st intersections on US-275 to allow right-turns without blocking through lanes and to improve sight distance for the approaches to those intersections. Stated that these features, in addition to wider medians that allow drivers to negotiate eastbound and westbound US-275 separately, will result in an improved facility, particularly near Wisner-Pilger Schools.

Thanked stakeholder for feedback and participation on the project.

Legal Notice

NEBRASKA DEPARTMENT OF TRANSPORTATION NOTICE OF PUBLIC HEARING

Thursday, December 21, 2023; 5:30 – 7:30 PM

Wisner-Pilger Public Schools, Fine Arts Auditorium, 801 18th St N, Wisner, NE 68791

The Nebraska Department of Transportation (NDOT) will give a formal presentation starting at 6:00 PM, with an open house to follow until 7:30 PM.

S-275-6(1052) Norfolk – Wisner; C.N. 32319

NDOT will hold a public hearing regarding the preliminary design and Draft Environmental Assessment for roadway improvements to approximately 16 miles of U.S. Highway 275 (US-275), located in Stanton and Cuming Counties, Nebraska. The public hearing will be held at Wisner-Pilger Public Schools in the Fine Arts Auditorium, 801 18th St N in Wisner, Nebraska on Thursday, December 21, 2023 from 5:30 to 7:30 PM. A formal presentation will begin at 6:00 PM, with an open house to follow.

Identified as **Norfolk – Wisner**, the proposed project would expand the existing two-lane highway to a four-lane expressway. The project would begin east of Norfolk, approximately 0.30 mile east of the intersection of US-275 and Nebraska Highway 57 (N-57) at approximately mile marker (MM) 86. It would extend east and south to approximately 17th Street in Wisner near MM 102, where it ties into the existing US-275 four-lane roadway. Project grading and construction would begin east of N-57, but the environmental study area extends west of N-57 to capture potential construction transition elements such as lighting, signage, and construction traffic control, as depicted on associated figures and maps.

The improvements would expand the existing two-lane highway to a four-lane expressway by constructing a new, parallel two-lane roadway, including drainage structures, adjacent to the existing US-275. The existing two lanes of US-275 would be resurfaced and bridges and drainage structures would be repaired or replaced as needed. In addition to mainline US-275 construction, the project may include improvements at the US-275 intersections with N-57, Nebraska Highway 15 (N-15) and Nebraska Highway 51 (N-51), as well as various county roads.

The purpose of the project is to fulfill legislative intent to continue the development of the expressway system identified in the *1988 Nebraska Highway Needs Study*; improve regional connectivity for vehicles in northeast Nebraska, including commercial vehicles, by providing important expressway connections with N-57, N-15, and N-51, while maintaining convenient highway access for communities in the area; maximize use of existing transportation infrastructure, including connecting highways and existing right-of-way (ROW); improve the condition of the existing infrastructure; and maximize the cost-effectiveness of the project.

A Draft Environmental Assessment has been prepared for this project and is available for public review at the following locations: NDOT Headquarters, 1500 Nebraska Parkway, Lincoln, NE; FHWA Nebraska Division, 100 Centennial Mall N, Lincoln, NE; NDOT District 3 Headquarters, 408 N 13th St, Norfolk, NE; Wisner Public Library, 1015 Ave E, Wisner, NE; and the Pilger Public Library, 120 N Main St, Pilger, NE. An electronic version of the Draft Environmental Assessment is available for review on the project website at: ndot.info/32319.

If the proposed project is constructed, the acquisition of additional property rights would be required, which could include new right-of-way (ROW), control of access (CA), permanent easements (PE), and/or temporary easements (TE). If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established.

The project would be constructed under traffic, with lane closures controlled by appropriate traffic control devices and practices. Temporary surfacing may be required to accommodate phased construction. Short detours for county roads may be needed to construct intersections but adjacent county roads would not be closed at the same time. Access to adjacent properties would be maintained during construction but may be limited at times due to traffic phasing requirements.

Wetland impacts are anticipated and would be mitigated at appropriate sites. The project would have an adverse effect on the historic Sharpe Homestead archeological site, located along US-275 in Stanton County. Adverse effects to this site would be handled by archeological data recovery in accordance with Section 106 of the Historic Preservation Act. The project would impact the Wisner-Pilger Public Schools track and practice fields. Temporary easements and a small amount of ROW would be needed from the school property at 18th and 21st streets to accommodate intersection improvements. Access and/or use of this property would be maintained. A noise study has been prepared for the project and will be available for public review at the hearing.

Project costs are estimated at \$104 million and would come from federal and state funding sources. The project would be constructed in two segments along US-275: N-57 to the N-15 east junction and the N-15 east junction to Wisner. Construction is anticipated to begin in Spring 2025 with anticipated completion in 2028.

The public hearing is being held in compliance with the environmental review process under the National Environmental Policy Act, to provide information regarding the project and to receive the public's input. All interested persons are invited to attend, provide comments, and ask questions. Project information will be displayed, and personnel from NDOT will be present to answer questions and receive comments. Comments can be provided verbally at the hearing, submitted in writing as a statement, or by filling out a comment form available at the hearing. Comments for the Draft Environmental Assessment can also be submitted by emailing, calling, or mailing to the contact listed below by the end of the comment period on January 22, 2024. Design plans and the Environmental Assessment document will be further developed after public input is received following the public hearing and comment period.

NDOT will make every reasonable accommodation to provide an accessible meeting facility for all persons. Alternative formats to provide effective communication, including communications in alternate languages, will be made if NDOT is notified by December 14, 2023.

Information regarding the proposed project will be available on the day of the meeting at ndot.info/32319. For those without internet access, information may be obtained at NDOT Headquarters: 1500 Nebraska Parkway, Lincoln, NE 68502, or by contacting: Kevin Domogalla, NDOT District 3 Engineer, at kevin.domogalla@nebraska.gov or (402) 370-3470.

Comments will be collected through January 22, 2024 and should be submitted to:

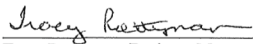
Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
lucas.nelsen@nebraska.gov
(402) 479-3890

Legal Notice Affidavits

Affidavit of Publication

STATE OF NEBRASKA, COUNTY OF CUMING

Tracy Prettyman, Being by me first duly sworn, deposes and says that she is the Business Manager of the Wisner News-Chronicle, a legal weekly newspaper printed and published at Wisner, in Cuming County, Nebraska and of general circulation in said County and State: that said newspaper has a bona fide circulation of more than 300 copies weekly, in said County: and has been published in said County for more than 52 successive weeks prior to the first publication of the attached notice, that the attached notice was published in said newspaper for 1 consecutive week(s) being the issues starting with 12/7/2023 and ending with 12/7/2023



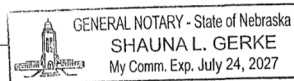
Tracy Prettyman, Business Manager

Subscribed in my presence, and sworn to before me this date:

12/7/2023



Notary Public



Name	HDR ENGINEERING, INC
Order Number	157876
Number Issues	1
First Issue	12/7/2023
Last Issue	12/7/2023

Discount for mins	- \$
Prep & Notary fees	\$0
TOTAL PRICE	\$119.54



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study area extends west of N-57 to
capture potential construction transi-
tion elements, such as lighting, sig-
nage, and construction traffic control,
as depicted on associated figures and
maps.

The improvements would expand the
existing two-lane highway to a four-
lane expressway by constructing a new,
parallel two-lane roadway, including
drainage structures, adjacent to the
existing US-275. The existing two lanes
of US-275 would be resurfaced and
bridges and drainage structures would
be repaired or replaced as needed. In
addition to mainline US-275 con-
struction, the project may include im-
provements at the US-275 intersec-
tions with N-57, Nebraska Highway 15
(N-15), and Nebraska Highway 51
(N-51), as well as various county
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The purpose of the project is to fulfill
legislative intent to continue the devel-
opment of the expressway system
identified in the 1988 Nebraska High-
way Needs Study; improve regional
connectivity for vehicles in northeast
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and N-51, while maintaining conve-
nient highway access for communities
in the area; maximize use of existing
transportation infrastructure, including
connecting highways and existing right-
of-way (ROW); improve the condition of
the existing infrastructure; and maxi-
mize the cost-effectiveness of the
project.

A Draft Environmental Assessment
has been prepared for this project and
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lowing locations: NDOT Headquarters,
1500 Nebraska Parkway, Lincoln, NE;
FHWA Nebraska Division, 100 Centen-
nial Mall N, Lincoln, NE; NDOT District
3 Headquarters, 408 N 13th St, Nor-
folk, NE; Wisner Public Library, 1015
Ave E, Wisner, NE; and the Pilger Pub-
lic Library, 120 N Main St, Pilger, NE.
An electronic version of the Draft En-
vironmental Assessment is available for
review on the project website at: ndot.info/32319.

If the proposed project is con-
structed, the acquisition of additional
property rights would be required,
which could include new right-of-way
(ROW), control of access (CA), perma-
nent easements (PE), and/or temporary
easements (TE). If your property is im-
pacted by this project, you will be con-
tacted by a representative once the
design footprint has been established.

The project would be constructed un-
der traffic with lane closures con-
trolled by appropriate traffic control de-
vices and practices. Temporary
surfacing may be required to accom-
modate phased construction. Short de-
tours for county roads may be needed
to construct intersections but adjacent
county roads would not be closed at
the same time. Access to adjacent
properties would be maintained during
construction but may be limited at
times due to traffic phasing
requirements.

Wetland impacts are anticipated and
would be mitigated at appropriate
sites. The project would have an ad-
verse effect on the historic Sharpe
Homestead archeological site, located
along US-275 in Stanton County. Ad-
verse effects to this site would be han-
dled by archeological data recovery in
accordance with Section 106 of the
Historic Preservation Act. The project
would impact the Wisner-Pilger Public
Schools track and practice fields. Tem-
porary easements and a small amount
of ROW would be needed from the
school property at 18th and 21st
streets to accommodate intersection
improvements. Access and/or use of
this property would be maintained. A
noise study has been prepared for the
project and will be available for public
review at the hearing.

Project costs are estimated at \$104
million and would come from federal
and state funding sources. The project
would be constructed in two segments
along US-275: N-57 to the N-15 east
junction and the N-15 east junction to
Wisner. Construction is anticipated to
begin in Spring 2025 with anticipated
completion in 2028.

The public hearing is being held in
compliance with the environmental re-
view process under the National En-
vironmental Policy Act to provide infor-
mation regarding the project and to
receive the public's input. All inter-
ested persons are invited to attend,
provide comments, and ask questions.
Project information will be displayed,
and personnel from NDOT will be pre-
sent to answer questions and receive
comments. Comments can be provided
verbally at the hearing, submitted in
writing as a statement, or by filling out

a comment form available at the hear-
ing. Comments for the Draft Environ-
mental Assessment can also be sub-
mitted by emailing, calling, or mailing
to the contact listed below by the end
of the comment period on January 22,
2024. Design plans and the Environ-
mental Assessment document will be
further developed after public input is
received following the public hearing
and comment period.

NDOT will make every reasonable ac-
commodation to provide an accessible
meeting facility for all persons. Alterna-
tive formats to provide effective com-
munication, including communications
in alternate languages, will be made if
NDOT is notified by December 14,
2023.

Information regarding the proposed
project will be available on the day of
the meeting at ndot.info/32319. For
those without internet access, infor-
mation may be obtained at NDOT Head-
quarters, 1500 Nebraska Parkway, Lin-
coln, NE 68502, or by contacting
Kevin Domogalla, NDOT District 3 Engi-
neer, at kevin.domogalla@nebraska.gov
or (402) 370-3470.

Comments will be collected through
January 22, 2024 and should be sub-
mitted to:

Lucas Nielsen
NDOT Public Involvement
P.O. Box 94769
Lincoln, NE 68509-4769
lucas.nielsen@nebraska.gov
(402) 479-3890

(December 6, 2023)

ZNEZ

Affidavit of Publication

cont. HDR ENGINEERING, INC

Order No: 157876

NEBRASKA DEPARTMENT OF TRANSPORTATION NOTICE OF PUBLIC HEARING

Thursday, December 21, 2023;
5:30 – 7:30 PM
Wisner-Pilger Public Schools,
Fine Arts Auditorium, 801 18th
St N, Wisner, NE 68791

The Nebraska Department of
Transportation (NDOT) will give
a formal presentation starting at
6:00 PM, with an open house to
follow until 7:30 PM.

S-275-6(1052) Norfolk – Wisner;
C.N. 32319

NDOT will hold a public hearing
regarding the preliminary design
and Draft Environmental
Assessment for roadway
improvements to approximately
16 miles of U.S. Highway 275
(US-275), located in Stanton and
Cuming Counties, Nebraska.
The public hearing will be held at
Wisner-Pilger Public Schools in
the Fine Arts Auditorium, 801
18th St N in Wisner, Nebraska
on Thursday, December 21,
2023 from 5:30 to 7:30 PM. A
formal presentation will begin at
6:00 PM, with an open house to
follow.

Identified as Norfolk – Wisner,
the proposed project would
expand the existing two-lane
highway to a four-lane
expressway. The project would
begin east of Norfolk,
approximately 0.30 mile east of
the intersection of US-275 and
Nebraska Highway 57 (N-57) at
approximately mile marker (MM)
86. It would extend east and
south to approximately 17th
Street in Wisner near MM 102,
where it ties into the existing
US-275 four-lane roadway.
Project grading and construction
would begin east of N-57, but the
environmental study area
extends west of N-57 to capture
potential construction transition
elements such as lighting,
signage, and construction traffic
control, as depicted on
associated figures and maps.

The improvements would expand
the existing two-lane highway to
a four-lane expressway by
constructing a new, parallel
two-lane roadway, including
drainage structures, adjacent to
the existing US-275. The existing
two lanes of US-275 would be
resurfaced and bridges and
drainage structures would be
repaired or replaced as needed.
In addition to mainline US-275
construction, the project may
include improvements at the
US-275 intersections with N-57,
Nebraska Highway 15 (N-15)
and Nebraska Highway 51
(N-51), as well as various county
roads.

The purpose of the project is to
fulfill legislative intent to continue
the development of the
expressway system identified in
the 1988 Nebraska Highway
Needs Study; Improve regional

connectivity for vehicles in
northeast Nebraska, including
commercial vehicles, by
providing important expressway
connections with N-57, N-15,
and N-51, while maintaining
convenient highway access for
communities in the area;
maximize use of existing
transportation infrastructure,
including connecting highways
and existing right-of-way (ROW);
improve the condition of the
existing infrastructure; and
maximize the cost-effectiveness
of the project.

A Draft Environmental
Assessment has been prepared
for this project and is available
for public review at the following
locations: NDOT Headquarters,
1500 Nebraska Parkway,
Lincoln, NE; FHWA Nebraska
Division, 100 Centennial Mall N,
Lincoln, NE; NDOT District 3
Headquarters, 408 N 13th St,
Norfolk, NE; Wisner Public
Library, 1015 Ave E, Wisner, NE;
and the Pilger Public Library, 120
N Main St, Pilger, NE. An
electronic version of the Draft
Environmental Assessment is
available for review on the
project website at
ndot.info/32319.

If the proposed project is
constructed, the acquisition of
additional property rights would
be required, which could include
new right-of-way (ROW), control
of access (CA), permanent
easements (PE), and/or
temporary easements (TE). If
your property is impacted by this
project, you will be contacted by
a representative once the design
footprint has been established.

The project would be constructed
under traffic, with lane closures
controlled by appropriate traffic
control devices and practices.
Temporary surfacing may be
required to accommodate
phased construction. Short
detours for county roads may be
needed to construct intersections
but adjacent county roads would
not be closed at the same time.
Access to adjacent properties
would be maintained during
construction but may be limited
at times due to traffic phasing
requirements.

Wetland impacts are anticipated
and would be mitigated at
appropriate sites. The project
would have an adverse effect on
the historic Sharpe Homestead
archaeological site, located along
US-275 in Stanton County.
Adverse effects to this site would
be handled by archeological data
recovery in accordance with
Section 108 of the Historic
Preservation Act. The project
would impact the Wisner-Pilger
Public Schools track and
practice fields. Temporary
easements and a small amount
of ROW would be needed from
the school property at 18th and
21st streets to accommodate
intersection improvements.
Access and/or use of this

property would be maintained. A
noise study has been prepared
for the project and will be
available for public review at the
hearing.

Project costs are estimated at
\$104 million and would come
from federal and state funding
sources. The project would be
constructed in two segments
along US-275: N-57 to the N-15
east junction and the N-15 east
junction to Wisner. Construction
is anticipated to begin in Spring
2025 with anticipated completion
in 2028.

The public hearing is being held
in compliance with the
environmental review process
under the National
Environmental Policy Act, to
provide information regarding the
project and to receive the
public's input. All interested
persons are invited to attend,
provide comments, and ask
questions. Project information
will be displayed, and personnel
from NDOT will be present to
answer questions and receive
comments. Comments can be
provided verbally at the hearing,
submitted in writing as a
statement, or by filling out a
comment form available at the
hearing. Comments for the Draft
Environmental Assessment can
also be submitted by emailing,
calling, or mailing to the contact
listed below by the end of the
comment period on January 22,
2024. Design plans and the
Environmental Assessment
document will be further
developed after public input is
received following the public
hearing and comment period.

NDOT will make every
reasonable accommodation to
provide an accessible meeting
facility for all persons. Alternative
formats to provide effective
communication, including
communications in alternate
languages, will be made if NDOT
is notified by December 14,
2023.

Information regarding the
proposed project will be available
on the day of the meeting at
ndot.info/32319. For those
without internet access,
information may be obtained at
NDOT Headquarters: 1500
Nebraska Parkway, Lincoln, NE
68502, or by contacting: Kevin
Domogalla, NDOT District 3
Engineer, at
kevin.domogalla@nebraska.gov
or (402) 370-3470.

Comments will be collected
through January 22, 2024 and
should be submitted to:
Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
lucas.nelsen@nebraska.gov
(402) 479-3890
ZNEZ

WNC 12-7-23

WEST POINT NEWS
WISNER
News-Chronicle

Norfolk Daily News

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NORFOLK, NEBRASKA
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THE STATE OF NEBRASKA
Madison County

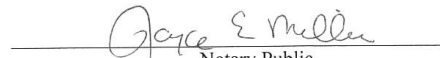
Debbie Warneke, being first duly sworn on oath says that she is the Business Manager of **The Huse Publishing Company**, a corporation, publishers of the **Norfolk Daily News**, a legal daily newspaper published at Norfolk, Madison County, Nebraska, and of general circulation in said county; that a notice entitled

Nebraska Department of Transportation – Notice of Public Hearing – December 21, 2023; a true copy of which, as printed in said paper, is hereto attached and made a part hereof, was published in the issue of said paper for **one time**, the publication being **December 6, 2023**; that said newspaper was published daily in the City of Norfolk within said County for more than 52 consecutive weeks immediately prior to the commencement of the publication of said notice and every week consecutively since that time; and during all of said time said newspaper had a bona fide circulation of more than 300 copies daily and was printed wholly in the English language and in whole or in part in an office maintained by the publisher at said place of publication.

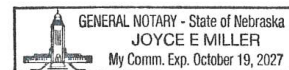


Subscribed and sworn to before me this 31 day of

January, 2024


Notary Public

204 lines	\$	116.59
Clip Fee	\$	
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Prepayment	\$	
Balance Due	\$	116.59



Project Notification (Postcard)



US-275 Norfolk – Wisner Project

c/o Bre TenHulzen
1917 S 67th St
Omaha, NE 68106

**You're Invited
to a Public
Hearing!**



Date: Thursday, December 21, 2023



Time: 5:30 - 7:30 PM
Presentation at 6:00 PM



Location: Wisner-Pilger Public Schools
Fine Arts Auditorium
801 18th St N
Wisner, NE 68791



Public Hearing

The Nebraska Department of Transportation (NDOT) is hosting a public hearing regarding the preliminary design and Draft Environmental Assessment for the Norfolk – Wisner project. A formal presentation will begin at 6:00 PM, with an open house to follow. Project information will be available, and NDOT representatives will be present to answer your questions and receive comments.

Please join us!

Date: Thursday, December 21, 2023

Time: 5:30 - 7:30 PM
Presentation at 6:00 PM

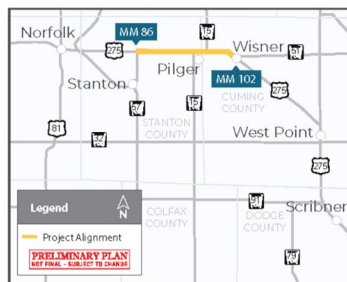
Location: Wisner-Pilger Public Schools
Fine Arts Auditorium
801 18th St N
Wisner, NE 68791

NDOT will make every reasonable accommodation to provide an accessible meeting facility for all persons. Alternative formats to provide effective communication, including communications in alternate languages, will be made if NDOT is notified by December 14, 2023.

Project Details S-275-6(1052) Norfolk – Wisner; C.N. 32319

NDOT is proposing to improve approximately 16 miles of U.S. Highway 275 (US-275), located in Stanton and Cuming Counties, Nebraska. The project would begin east of Norfolk, approximately 0.30 mile east of the intersection of US-275 and Nebraska Highway 57 (N-57) at approximately mile marker (MM) 86. It would extend east and south to approximately 17th Street in Wisner near MM 102, where it ties into the existing US-275 four-lane roadway. Project grading and construction would begin east of N-57, but the environmental study area extends west of N-57 to capture potential construction transition elements such as lighting, signage, and construction traffic control, as depicted on associated figures and maps.

The improvements would expand the existing two-lane highway to a four-lane expressway by constructing a new, parallel two-lane roadway, including drainage structures, adjacent to the existing US-275. The existing two lanes of US-275 would be resurfaced and bridges and drainage structures would be repaired or replaced as needed. In addition to mainline US-275 construction, the project may include improvements at the US-275 intersections with N-57, Nebraska Highway 15 (N-15), and Nebraska Highway 51 (N-51), as well as various county roads.



Comments will be collected through **January 22, 2024** and should be submitted to:

Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759, Lincoln, NE 68509-4759
lucas.nelsen@nebraska.gov
(402) 479-3890

An electronic version of the Draft Environmental Assessment is now available for review on the project website. More information regarding the proposed project will be available the day of the meeting at ndot.info/32319. For those without internet access, information may be obtained at

NDOT Headquarters: 1500 Nebraska Parkway, Lincoln, NE, 68502 or by contacting:

Kevin Domogalla
NDOT District 3 Engineer
kevin.domogalla@nebraska.gov
(402) 370-3470

SCAN ME!



ndot.info/32319

PUBLIC HEARING

US-275 Norfolk-Wisner Project

Thursday, December 21, 2023

5:30-7:30 p.m.

LOCATION: Wisner-Pilger Public Schools
Fine Arts Auditorium
801 18th Street N
Wisner, NE 68791

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PROJECT TEAM:

David Copple, Highway Commissioner for District 3
Steve McCullough, Nebraska DOT
Mick Syslo, Roadway Design.
Jason Jurgens, Environmental
Sarah Soula, Communications
Kevin Domogalla, District 3 Engineer

1 (At 6:05, the following
2 proceedings were had:)

3 MR. COPPLE: Good evening,
4 everyone. Could I ask everyone to take a seat,
5 please. It's 6:05, and we said we would start
6 it at 6, so we want to try to keep this moving.

7 My name is David Copple. I'm the
8 current highway commissioner for District 3,
9 which includes the area from Columbus to South
10 Sioux City, Norfolk, West Point, and, in
11 particular, the road that we're here tonight
12 about, which is Highway 275.

13 I'd like to thank you all for
14 coming. They've given me a script that I'm
15 supposed to follow, so I'll try to follow it
16 without reading it.

17 This is a -- going to be a public
18 meeting, and the purpose of it is to discuss
19 some environmental assessment and preliminary
20 engineering.

21 You will note that the gentleman
22 that is seated at the table, at the far right,
23 as it is -- that I look at it, he is a court
24 reporter. He is transcribing or taking down all
25 that is being said tonight.

1 There will be a point after the
2 presentation where you are invited to come up
3 and make public comment. The microphone and the
4 podium down there is where we would ask that you
5 do that. When you do that, we would ask that
6 you state your name and spell your name so that
7 the court reporter knows who you are and spells
8 your name correctly, because it will be noted in
9 the record. Thank you.

10 What's the purpose of the public
11 hearing? The public hearing tonight is a
12 hearing to present the project and gather public
13 input as to a part of the National Environmental
14 Policy Act, also known as the NEPA.

15 The project team is looking for
16 feedback on the impacts of the preferred
17 alternative and the draft EA, and I'll let them
18 explain to you what some of those acronyms mean.

19 The Department of Transportation
20 and the Federal Highway Association, also know
21 as the FHWA, will formally respond in writing to
22 all comments received today and through the
23 comment period.

24 Our agenda this evening will
25 begin with brief introductions of the panel,

1 then we'll cover an overview of the project.
2 Next, we'll discuss the draft environmental
3 assessment, potential impacts, and next steps.
4 We will conclude with the public forum, which is
5 when we will take your comments.

6 By way of introduction, we have
7 with us tonight, from the Nebraska Department of
8 Transportation, Steve McCullough -- Steve, do
9 you want to raise your hand. I guess we have a
10 name tag there, too, don't we -- Mick Syslo,
11 who's with roadway design. Then we have Jason
12 Jurgens, environmental; Sarah Soula with
13 communications; and Kevin Domogalla, who is the
14 District 3 engineer.

15 And for those of you that
16 often -- that may have called me, or if you have
17 not and you've thought about calling me, for
18 your information, many of the questions that you
19 may want to ask me, I have to call Kevin to get
20 the information from him. So he is a good
21 source, if you have questions in the future, to
22 call him, and he'll be able to answer many of
23 those questions or be able to contact the people
24 in Lincoln who are able to give you at least a
25 response or respond to the questions that you ask.

1 The National Environmental Policy
2 Act, known as the NEPA, is -- was established
3 and did establish a mandate for federal
4 agencies, including the Federal Highway
5 Administration, to consider the potential human
6 and natural environmental consequences of their
7 actions, to document these impacts, and to make
8 the information publicly available for comment.

9 The Federal Highway
10 Administration, in partnership with the Nebraska
11 Department of Transportation, is the designated
12 lead federal agency for this project.

13 The NEPA is addressed for the
14 purpose -- proposed project through an
15 Environmental Assessment NEPA document,
16 generally referred to as an EA. Currently, we
17 have a draft EA ready tonight for review and
18 comment.

19 The draft EA examines project
20 benefits, as well as potential impacts on both
21 the natural and the human environment. We'll
22 discuss these impacts in detail in upcoming
23 slides.

24 And with that, I'll turn it over
25 to the project manager, Steve, and ask you if

1 you'd review the project, please. Thank you.

2 MR. McCULLOUGH: US-275 is a
3 critical highway in Nebraska's transportation
4 network that connects northeast Nebraska to
5 Interstate 80 and the Omaha metropolitan area.
6 It provides access to vital services in the
7 region, including employment opportunities,
8 social services, healthcare, and education
9 services.

10 NDOT has invested over \$450
11 million into the expressway system and has
12 steadily advanced the US-275 expressway
13 construction. The green segments are segments
14 that are completed today. We're constructing
15 the remaining US-275 expressway in three
16 segments.

17 The Scribner-West Point segment,
18 shown here in blue, is under construction with
19 anticipated completion in 2024. Next is the
20 Norfolk to Wisner segment, which is the project
21 we're talking about today. It is shown in
22 yellow and is currently in design with
23 construction anticipated to start in 2025.

24 And, lastly, the Wisner to West
25 Point segment is shown here in red. It's

1 currently being designed and, and is anticipated
2 to go into construction in 2026.

3 The proposed project, known as
4 Norfolk to Wisner, would expand the existing
5 two-lane highway to a four-lane expressway. The
6 project would begin east of Norfolk, about
7 three-tenths of a mile east of the intersection
8 of US-275 and Nebraska Highway 57 at
9 approximately mile marker 86.

10 It would extend east and south to
11 approximately 17th Street in Wisner, near mile
12 marker 102, where it will tie into the existing
13 275 four-lane roadway.

14 Project grading and construction
15 would begin east of 57, but the environmental
16 study area extends west of Highway 57 to capture
17 potential construction transition elements such
18 as lining [sic] -- lighting, signage, and
19 construction traffic control.

20 The purpose of the project is to:

21 One, fulfill legislation intent
22 to continue development of the expressway system
23 identified in the 1988 Nebraska Highway Needs
24 Study;

25 Second, to improve regional

1 connectivity for vehicles in northeast Nebraska,
2 including commercial vehicles, by providing
3 important expressway connections with the
4 Nebraska highways of Highway 57 -- I'm sorry --
5 yeah, Highway 57, Highway 15, and Highway 51,
6 while maintaining convenient highway access for
7 communities in the area;

8 And, lastly, to maximize use of
9 the existing transportation infrastructure,
10 including connecting highways and right --
11 existing right-of-way, improve the condition of
12 the existing infrastructure, and maximize the
13 cost-effectiveness of the project.

14 The scope of the work. The
15 improvements of this project would use a 2+2
16 construction approach. This would expand the
17 existing two-lane highway to a four-lane
18 expressway by constructing a new parallel
19 two-lane roadway, including drainage structures,
20 that would be adjacent to the existing 275.

21 The existing two lanes of 275
22 would be resurfaced with the -- and the existing
23 bridges and drainage structures would be
24 repaired or replaced as needed.

25 In addition to the mainline 275

1 construction, the project may include
2 improvements to the 275 intersections with
3 Nebraska 57, Nebraska 15, and Nebraska 51, as
4 well as other various county roads.

5 The project history. In 2011,
6 Nebraska -- the Build Nebraska Act was enacted,
7 which provided additional funding for the
8 expressway system, including the US-275
9 corridor.

10 In 2016, the transportation
11 Innovation Act was enacted, which accelerated
12 highway capital improvement projects, also
13 including the US-275 corridor.

14 On this project, environmental
15 studies and prelim engineering began and a
16 public information meeting occurred in 2019.
17 After this initial meeting, NDOT pursued
18 additional federal grant funding for the project
19 and collaborated with resource agencies to
20 evaluate alternatives through 2022. In 2023, we
21 identified the preferred alternative in
22 partnership with FHWA and are holding today's
23 hearing.

24 On the 2+2 approach, the 2+2
25 construction concept would construct two new

1 lanes adjacent to the existing two lanes of
2 US-275 to create a four-lane corridor. Using
3 this 2+2 approach allows the improvements to be
4 constructed without a detour. While the new
5 lanes are being built on one side, traffic is
6 maintained on the existing lanes.

7 Once the new lanes are completed,
8 traffic is shifted onto the new lanes, one lane
9 in each direction, while the existing roadway
10 and bridges are repaired and resurfaced. Once
11 the repairs of the existing roadway are
12 complete, the new expressway segment would be
13 open to two lanes of traffic each direction.

14 This approach would minimize
15 traffic disruption, maximize use of the existing
16 roadway and minimize environmental and community
17 impacts.

18 Alternatives considered. There
19 were five alternatives that were developed, all
20 of which would meet the project purpose and
21 need.

22 When we presented the project in
23 2019, we expected to consider two alternatives.
24 The first alternative was widen to the north.
25 This would involve constructing a new parallel,

1 two-lane roadway north of existing 275.

2 And the second would be widen to
3 the south. All aspects of this alternative
4 would be the same as the widen north, except the
5 new road would be to the south of the existing
6 275.

7 Agency coordination and further
8 investigation identified a waterway which
9 warranted the development of three additional
10 alternatives to avoid it.

11 The first additional alternative
12 is the combined. This would be a combination of
13 the widen north to the widen south alternatives.
14 It was developed to avoid the waterway in the
15 south ditch near the Nebraska 15 east junction.
16 This would involve the new lanes being placed
17 south of US-275 for a majority of the corridor
18 but would flip to the north side between
19 approximately 575th Ave in Stanton County and
20 4th Road in Cuming County.

21 The fourth alternative is on
22 structure. This would use bridges to avoid and
23 minimize wetland impacts. It would be -- It
24 would be built with construction of new lanes on
25 either side of the existing lanes. A

1 preliminary review indicated that approximately
2 12 new bridges would be required, totaling
3 nearly 2.5 miles in length.

4 The last alternative is the widen
5 south plus a shift. This follows the same
6 alignment as the south alternative, except
7 between 575th Ave in Stanton County and 2nd Road
8 in Cuming County, in that area, the eastbound
9 lanes would shift approximately 150 feet to the
10 south to avoid the waterway in the south ditch
11 of the existing roadway.

12 To identify a preferred
13 alternative, NDOT evaluated impacts and
14 considered input from the public, as well as
15 federal and state resources. For this project,
16 the widen south and shift was the selected --
17 was selected as the preferred alternative
18 because it best fits the purpose and need while
19 considering any potential environmental, social,
20 and economic impacts.

21 This slide shows a typical
22 section within the proposed project. The new
23 roadway would be constructed on the south side
24 of the existing roadway. There would be two
25 12-foot lanes with an 8-foot paved shoulder on

1 the outside and 4-foot paved shoulder on the
2 inside. NDOT would resurface and reuse the
3 existing road to preserve the existing access,
4 access -- asset -- excuse me -- save costs, and
5 reduce time to complete the project. The
6 majority of the median would be approximately
7 54-foot wide, but there are areas where the
8 median would be wider.

9 In the hills on the west, the
10 median would be approximately 78- to 92-feet
11 wide. The reason for this differing median
12 width is due to the new lanes being constructed
13 at a different elevation and the addition of the
14 snow control in certain areas.

15 In the vicinity of the Nebraska
16 15 east junction, the median is 200-foot wide to
17 accommodate the widen south and shift
18 alternative which avoid the waterway. It
19 would -- It would look like at -- Sorry. Excuse
20 me. If you would look [sic] a little closer at
21 these median widths, please see the scroll maps
22 in the lobby after the presentation.

23 Now I hand it to Jason to discuss
24 the draft environmental assessment and potential
25 impacts.

1 MR. JURGENS: Good evening,
2 everyone. Again, my name's Jason Jurgens. I'm
3 the environmental section manager for NDOT.
4 Tonight I'll be discussing the draft
5 environmental assessment, or what we call the
6 draft EA, and potential impacts that we've
7 found.

8 The draft EA considers and
9 evaluates potential impacts on the natural
10 environment, such as water quality, wetlands,
11 fish and wildlife, and, and -- as well as the
12 human environment, which includes
13 socioeconomics, noise, historic resources,
14 recreational properties and hazardous materials.

15 The draft EA is available for
16 review and comment at today's hearing. There
17 are also copies at the several physical
18 locations, which we will list at the end of this
19 presentation.

20 In terms of impact, there are two
21 historic properties located within the project
22 area. The first is the former Pilger rest area
23 located north of the existing highway between
24 570th and 571st Avenues. The rest area was
25 constructed in the mid-1960s. It is now

1 privately owned and used for farmers' markets
2 and other activities. No impacts are
3 anticipated to this site.

4 The second is the Sharpe
5 Homestead archaeological site located south of
6 the existing highway, near the west junction of
7 US-275 and N-15. This is believed to be the
8 location of the first homestead in Stanton
9 County and dates back to 1865. The project
10 would have an adverse effect on this historic
11 project -- on this historic site, which would be
12 handled by an archeological data recovery in
13 accordance with Section 106 of the Historic
14 Preservation Act.

15 Impacts to wetlands and waterways
16 are anticipated and would require a Clean Water
17 Act Section 404 individual permit from the U.S.
18 Army Corp of Engineers.

19 The project, as proposed, would
20 impact approximately 13 acres of wetland and
21 stream channel impacts -- or, resources. Water
22 resource impacts would be mitigated at
23 appropriate sites that may include off-site
24 locations, but generally within the US-275
25 corridor.

1 The project is anticipated to
2 impact the Wisner Pilger Public Schools track
3 and practice fields and would require
4 acquisition of right-of-way and easements for
5 construction of an offset right-turn lane at
6 21st Street and realignment of 18th Street. A
7 portion of the practice field in the southwest
8 corner of the property would be acquired and
9 would require relocation of a shot put and
10 discus pad. The final location of the new pad
11 would be determined through coordination with
12 the school. The unused shot put and discus pad
13 southeast of the track and football field would
14 be removed. This acquisition would not affect
15 the continued use of the field for practice.

16 Impacts on the property would be
17 considered a "use" under Section 4(f) of the
18 Transportation Act of 1966. Section 4(f) was
19 intended to protect historic properties, parks,
20 and recreational areas. Impacts are not
21 anticipated to adversely affect the use or
22 enjoyment of the school property. Access to and
23 the use of the property would be maintained.

24 There are a few other impacts
25 that we'd like to mention. Right of way would

1 be acquired primarily south of the existing
2 roadway. A minor amount of right of way would
3 be required from a few parcels north of the
4 existing roadway for driveway construction and
5 laying back slopes for snow control. Access
6 control would be most likely acquired along both
7 sides of the highway. This means that the
8 number of accesses, or driveways, allowed onto
9 the highway would be limited. No residential or
10 business acquisitions or relocations are
11 anticipated.

12 The project may impact existing
13 center pivot irrigation systems. The final
14 determination on any center pivot relocations or
15 modifications would be made during the final
16 design. Owners would be compensated for impacts
17 during the right-of-way acquisition process.

18 The project may affect, but is
19 not likely to adversely affect the endangered
20 northern long-eared bat.

21 A noise study has been prepared
22 and is available for review today. It
23 identified impacts to some properties, but did
24 not identify or warrant any mitigation for
25 impacts.

1 MR. McCULLOUGH: So in traffic
2 accommodations, the project would be constructed
3 in two segments along US-275. The west segment
4 goes from N -- Nebraska 57 to approximately one
5 mile east of the Nebraska 15 east junction. The
6 east segment starts one mile east of the
7 Nebraska 15 east junction and continues to the
8 west end of -- to the west end of Wisner. Both
9 segments would be constructed under traffic,
10 with one -- with lane closures controlled by
11 appropriate traffic control devices and
12 practices.

13 Temporary surfacing may be
14 required to accommodate phase construction.
15 Short detours for county roads may be needed to
16 construct intersections, but adjacent county
17 roads would not be closed at the same time.
18 Access to adjacent properties would be
19 maintained during construction, but may be
20 limited at times due to traffic-phasing
21 requirements.

22 Now let's talk about schedule and
23 cost. Our timeline starts with today's public
24 hearing. Many activities need to occur before
25 the construction can start, including final

1 design, right-of-way acquisition, and NDOT
2 awarding the project to a contractor.

3 Construction is anticipated to
4 begin in spring of 2025 with an anticipated
5 completion date in 2028. Project costs are
6 estimated at \$104 million.

7 Now let's go back to the 275
8 expressway overview. The Scribner to West Point
9 segment is under construction with an
10 anticipated completion in 2024, with an
11 estimated cost of \$90 million.

12 Today's project, Norfolk to
13 Wisner, is currently in design, with
14 construction anticipated to start in 2025. Its
15 estimated cost is 104 million.

16 And, lastly, the Wisner to West
17 Point segment is currently being designed and is
18 anticipated to go to construction in 2026, with
19 an estimated cost of \$90 million. This project
20 would not be eligible for federal aid.

21 The total construction cost for
22 all three segments is 284 million on the entire
23 275 corridor, and the entire 275 is expected to
24 be complete in 2029.

25 With that, I'm going to turn it

1 over to Sarah Soula.

2 MS. SOULA: All right. The draft
3 environmental assessment is available at the
4 locations listed on the screen or on the project
5 website. Comments will be collected through
6 January 22nd, 2024. For those without internet
7 access, information may be obtained at the NDOT
8 headquarters or by contacting Lucas Nelsen or
9 Kevin Domogalla.

10 The final EA will address
11 comments we've received during the comment
12 period. We will -- We will provide a response
13 to those who raise a question, need further
14 clarification, or specifically request a
15 response. We will consider every comment before
16 we move forward with this project. The final EA
17 will be posted on the NDOT website once it's
18 completed, including the comments provided
19 throughout the comment period.

20 We are now ready to hear from
21 you. The panel is here to listen. Please note,
22 we won't be providing responses tonight because
23 we want time to consider your comments and
24 concerns. All comments will be recorded by our
25 court reporter.

1 The project team is looking for
2 feedback on the impacts of the preferred
3 alternative. I'm sorry. I forgot this. Let me
4 repeat that. The project team is looking for
5 feedback on the impacts of the preferred
6 alternative and the draft Environmental
7 Assessment.

8 We do ask that you please try to
9 avoid redundant comments when possible. If you
10 do -- If you have additional comments after the
11 public forum ends, you can always provide them
12 in writing, speak to the court reporter, or drop
13 them at the welcome station on your way out.

14 Comments are considered
15 regardless of how they are provided. Remember,
16 the more focused your remarks, the better we can
17 respond.

18 At this time, we will begin the
19 public forum. When you approach the podium,
20 please state and spell your first and last name
21 for the record. We do -- Depending on how many
22 people we have come up to forum, we'll try to
23 keep comments under three minutes. When you
24 approach the two-minute mark, I'll provide you
25 with a warning. Once you've reached the

1 three-minute mark, I'll ask that you complete
2 your comment and allow the next person a turn.

3 We'll go ahead and get started.
4 Does anyone want to kick us off?

5 MR. SODEN: My name is Terry L.
6 Soden, S-O-D-E-N. My question is on the traffic
7 accommodations. On 21st Street, I think I heard
8 you say you have a right-hand turn lane that
9 will be out there. What about the left-hand --
10 or, coming eastbound? Will there be a, a turn
11 lane from the eastbound -- for the eastbound
12 traffic?

13 MR. JURGENS: I think we can
14 confirm that later.

15 MS. SOULA: We'll get a response
16 to you. I'm sorry. Can you repeat the last
17 portion so we can get you a response. You asked
18 if there was a right-turn lane located where?

19 MR. SODEN: He had mentioned
20 something about a right-turn lane, but for the
21 eastbound traffic, he didn't mention anything
22 for a left-turn lane.

23 MS. SOULA: Okay. We'll --

24 MR. SODEN: And we've had quite a
25 few accidents out on that intersection, and if

1 you came from that direction, you'll notice the
2 black marks that are out there now. We just had
3 one here a few days ago, but -- and we've had
4 some accidents with injury out there, and it's a
5 heavily-used intersection. And I think it was
6 brought up -- brought up to the school. I would
7 like to have -- If they do put the turn lane in
8 and there is sometimes three bus -- because
9 there's sometimes three buses get turning at the
10 same time out there at that intersection. So
11 that would be my question.

12 MS. SOULA: Okay. We'll get you
13 a response. Thank you.

14 MR. SODEN: Thank you.

15 MS. SOULA: And I do apologize.
16 The microphone's bent, as you can see, so if you
17 could make sure to speak right into it, we'd
18 appreciate it.

19 MR. LUENINGHOENER: My name is
20 Bob Lueninghoener, L-U-E-N-I-N-G-H-O-E-N-E-R.
21 My comments are: I'd like to know how they're
22 going to take care of our center pivots. Are
23 they going to replace them? And the second
24 thing is, I live on 570th Avenue, which they do
25 not plan on making the corner where we could go

1 each way. We've got to go down the road and
2 come around, and I want to know if there's
3 enough room to turn semis that way. Thank you.

4 MS. SOULA: Thank you.

5 MR. KIMBLE: My name is Troy
6 Kimble, K-I-M-B-L-E. This probably will go to
7 Kevin more than anything, but the J-turns,
8 they're vastly undersized, the ones that we
9 currently have. They might work to accommodate
10 just a regular tractor-trailer, but there's
11 more -- bigger stuff than that coming through
12 here, and they need to be -- have a bigger
13 turning radius, and I think even Kevin Caney
14 will tell you the same thing. I'm sorry, Tim
15 Caney.

16 And then from there, I know it's
17 probably standard by design and required, but
18 the inner shoulder needs to be more than 5 foot,
19 and that's more of a safety thing, especially
20 when you have equipment stuck down in the ditch
21 in the median, and then it also involves safety
22 for fire and rescue. So thank you.

23 MS. SOULA: Thank you.

24 Do we have any other comments
25 this evening?

1 MR. SCHWARTZ: Yeah. Martin
2 Schwartz. My last name is S-C-H-W-A-R-T-Z. I
3 know we're not supposed to duplicate, but what
4 he just said about J-turns is exactly right.
5 They're terribly, terribly undersized. They're
6 not safe. They don't accommodate truck traffic.
7 I have, roughly, a 65-, 70-foot long
8 tractor-trailer combination. And the one down
9 by Humphrey, it's not even remotely safe. You
10 can barely make the U-turn, and then you don't
11 have any way to accelerate and remerge. It's
12 terrible. Plain and simple, it's terrible.

13 We're supposed to have an
14 expressway system here. You should be doing
15 overpasses, is what you should be doing.
16 They've got them down by Fremont. They've got
17 an elevated expressway on Dodge. They finished
18 Dodge Street all the way out. You've got a
19 bypass around Lincoln and now a bypass around
20 Fremont. We deserve a bypass or overpass, not
21 J-turns. We don't deserve it. We've been
22 paying the same tax everybody else has since
23 1989, the five cent fuel tax. We deserve
24 overpasses. Thank you.

25 MS. SOULA: Thank you.

1 Any additional comments?

2 MR. HOEHNE: Alan Hoehne,
3 H-O-E-H-N-E, Stanton. I also live on 570
4 Avenue, and my question to you guys: Are you so
5 ashamed of your J-turns you don't have that
6 listed online or anything right now? Why is it
7 the first acknowledgment of anything of the sort
8 is out there in the hallway? Why didn't you put
9 that out there and show us? Was you afraid you
10 were going to have to move it to a huger place
11 for a discontent with J-turns?

12 And I agree with the statement
13 about unsafe. You're dealing with gravel
14 intersections. You're not dealing with traffic
15 on 91. Who came up with such an insane -- just
16 it's more of pain for the semis than just having
17 this median wide enough so you can get to the
18 middle and wait.

19 I understand cross-traffic going
20 75 because I farm on the right. I own property
21 along it. When they put the four lane up by
22 Norfolk and even increased the speed limit there
23 of two lanes to 65, the difference in closing
24 rates -- which the people do not, on the
25 highway, realize coming up behind something

1 going slow because they're going 75 three miles
2 down the road -- instantly, right away, you can
3 see it on the four lane.

4 With that being said, having to
5 cross the highway to do what you're trying to
6 make people do -- I'm glad I won't, won't have
7 to put up with this nonsense if that does go
8 through. I will be out of here in 20 years or
9 whatever -- because this is an embarrassment for
10 Nebraska, in my opinion. Thank you.

11 MS. SOULA: Another -- Yes?

12 MR. KALLHOFF: Hi. My name's Dan
13 Kallhoff. Last name's K-A-L-L-H-O-F-F, and I
14 guess my question is: Has a traffic study been
15 done on Highway 15 as far as truck traffic? We
16 live in Pilger. I'm guessing there's a hundred
17 to 200 semis that use Highway 15 on a daily
18 base, and a lot of that truck traffic has to
19 exit and enter the intersection at 275 and 15.
20 I guess my concern is how long are the exit and
21 entry lanes for semis? Is that lane going to be
22 long enough to hold four or five semis at a time
23 to make the turn? Thank you.

24 MS. SOULA: Any other comments
25 this evening? Seeing as there's no additional

1 comments or questions this evening, we will end
2 the public forum now. The time is 6:38 p.m.

3 I would like to note -- let
4 everyone know that staff will be available out
5 in the lobby to answer any additional questions
6 you may have. If you didn't receive one when
7 you signed in at the front, there are fact
8 sheets and comment forms available at the
9 welcome station.

10 And, again, just a reminder, the
11 court reporter is here if you'd like to provide
12 your comment that way, also.

13 Thank you for your time and
14 participation this evening.

15 (At 6:41 p.m., the proceedings
16 concluded.)

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C E R T I F I C A T E

STATE OF NEBRASKA)

) ss

COUNTY OF DOUGLAS)

I, Vickie L. Quinn, Stenographic Court
Reporter and General Notary Public for the State
of Nebraska, do hereby certify that NDOT meeting
as above set forth is a true and direct
extension of my stenotype notes taken at the
aforesaid time and reduced to print by means of
computer-aided transcription;

That I am not counsel, employee or
relative of either party or otherwise interested
in the outcome of this event.

IN TESTIMONY WHEREOF, I have placed my hand
and seal this 25th day of January, 2024.

ss// Matthew R. QuinnMATTHEW R. QUINN
GENERAL NOTARY PUBLIC

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Public Comments



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Terry L Soden
PO Box 824
Wisner, NE 68791

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

In response to your comments about traffic accommodations, the proposed design provides several improvements, particularly at intersections. Left-turn lanes will be provided for US-275 intersections with Nebraska Highway 57 (N-57), Nebraska Highway 15 (N-15), Nebraska Highway 51 (N-51), and county roads, including for eastbound US-275 at 21st St in Wisner, which will allow eastbound left-turns to occur without blocking the through lanes. Offset right-turn lanes will be provided at the US-275 intersections with N-15 and 21st Street to allow right turns without blocking through lanes and to improve sight distance for the state highway and street approaches to those intersections.

We appreciate the feedback you provided during the public forum. Thank you for your participation.

Sincerely,

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DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Bob Lueninghoener
84121 570 Ave
Stanton, NE 68779

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about center pivots, if impacts are anticipated, project representatives will contact landowners during the final design and right-of-way negotiation and acquisition phases, which are anticipated to occur later this year. Right-of-way negotiations will include discussion of impacts to center pivot systems, in addition to land and other property impacts.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection.

We appreciate the feedback you provided during the public forum. Thank you for your participation.

Sincerely,

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Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



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Troy Kimble
704 Hwy 275
Wisner, NE 68791

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection.

We appreciate the feedback you provided during the public forum. Thank you for your participation.

Sincerely,

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Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



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Stanton, NE 68779

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection.

We appreciate the feedback you provided during the public forum. Thank you for your participation.

Sincerely,

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Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

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April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection.

We apologize for the difficulty you encountered accessing the mosaic aerial files, we are allowing comments beyond the comment period deadline to accommodate this technical difficulty. We regret any inconvenience this may have caused.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

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Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Dan Kallhoff
204 W Oak St
Pilger, NE 68768

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about Nebraska Highway 15 (N-15) truck traffic and US-275 turn-lane lengths, NDOT has performed a traffic study to determine intersection needs and turn lane lengths. Some intersections would have longer turn lanes; for example, those where US-275 intersects with other state highways like N-15. As final design begins on the project, NDOT will continue to refine the intersection designs to make sure enough turn lane length is provided for deceleration and storage for trucks waiting to make their turns off US-275.

We appreciate the feedback you provided during the public forum. Thank you for your participation.

Sincerely,

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From: [Aaron Becker](#)
To: [Nelsen, Lucas](#)
Cc: [Domogalla, Kevin](#)
Subject: Hwy 275
Date: Thursday, December 7, 2023 1:44:00 PM
Attachments: [image002.png](#)

Some people who received this message don't often get email from aaron.becker@pilgercoop.com. [Learn why this is important](#)

Good Afternoon Lucas,

I received a postcard in the mail about the Hwy 275 project between N-57 and Wisner, and I have a couple of questions.

Do you plan on building on the North or South side of the existing highway, and how do you plan on laying out the junction of 15/275 north of Pilger? Building on the North will affect my personal property, so I'm concerned about that.

When is your projected start date and completion date? We will need some access to gravel roads and field entrances and would like to know how that can be handled and coordinated when the time arrives. We also have a liquid fertilizer plant on N-57, so we use the 57/275 junction pretty heavily in the springtime. We're all excited about 4 lanes, but just trying to be as prepared as we can be.

Appreciate it,

Aaron Becker

President
Farmers Cooperative
325 W. 1st St.
Pilger, NE 68768
Office 402-396-3414
Cell 402-360-0104



From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Subject: Comment Inquiry for Norfolk - Wisner
Date: Thursday, January 11, 2024 11:51:15 AM

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

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Email

aaron.becker@pilgercoop.com

Address

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68768

Comment

I am the General Manager/President of Farmers Cooperative headquartered in Pilger. I'm concerned with this project and the not so popular J-Turns that are in the plans. With our Ag Equipment, we try to avoid going down Hwy 275 because of the traffic. With so many county roads and bridges that are not passable, we have to cross Hwy 275 in multiple places. It has been preached to me by state employees, that the J-Turns are safer than just simply crossing

the highway. I believe in this case, this will be much more unsafe for our employees and our Ag Equipment, because we simply can't cross the highway, like we have done for decades. Not only will this be unsafe for our employees, this will also be very unsafe for our customers during planting and harvest time. Don't get me wrong, I'm 100% in favor of the 4 lanes, but in my opinion, I think this is a 'quick fix' to get the Hwy 275 completed. This project needs to be done the correct way, which means all 4 lanes need to be the same elevation so we can simply and safely cross with our equipment like we have always done. I'm sure you've been told this many times, but I will remind you again, this surrounding Ag Community and I have contributed many dollars into this state and our voices and opinions need to be taken into consideration here. This project will have a huge impact on us for years to come, and I think we need to have a seat at this table. Thank You, Aaron Becker Farmers Cooperative

From: [Bui, Tony](#)
To: [Nelsen, Lucas](#)
Cc: [Huebner, Samantha](#)
Subject: FW: Hwy 275
Date: Friday, January 12, 2024 1:14:38 PM
Attachments: [image001.png](#)
[image002.png](#)



Tony Bui

Public Involvement Manager

Nebraska Department of Transportation

OFFICE 402-479-4994

CELL 402-326-2316

tony.bui@nebraska.gov

dot.nebraska.gov | [Twitter](#)

From: McCullough, Steve <Steve.McCullough@nebraska.gov>
Sent: Thursday, January 11, 2024 8:14 PM
To: Domogalla, Kevin <Kevin.Domogalla@nebraska.gov>; Bui, Tony <tony.bui@nebraska.gov>; Ankeny, Shannon <Shannon.Ankeny@nebraska.gov>
Cc: Syslo, Mick <Mick.Syslo@nebraska.gov>; Neemann, Matt <Matt.Neemann@nebraska.gov>; Soula, Sarah <sarah.soula@nebraska.gov>
Subject: RE: Hwy 275

All,

I called Aaron & had a brief chat with him. He expressed his concerns and the group that formed to oppose the RCI concept. Nothing new from his note below. I did let him know that he will get a response to his concerns. Good conversation.

Steve McCullough

Assistant Design Engineer – NDOT Roadway

From: Domogalla, Kevin <Kevin.Domogalla@nebraska.gov>
Sent: Thursday, January 11, 2024 5:04 PM
To: Bui, Tony <tony.bui@nebraska.gov>; McCullough, Steve <Steve.McCullough@nebraska.gov>; Ankeny, Shannon <Shannon.Ankeny@nebraska.gov>
Cc: Syslo, Mick <Mick.Syslo@nebraska.gov>; Neemann, Matt <Matt.Neemann@nebraska.gov>; Soula, Sarah <sarah.soula@nebraska.gov>
Subject: RE: Hwy 275

Tony -Would you suggest that Steve should answer him with a thank you, your comments have been documented and you will receive a reply in the near future. Just so as to not leave him hanging.

From: Bui, Tony <tony.bui@nebraska.gov>
Sent: Thursday, January 11, 2024 1:28 PM
To: McCullough, Steve <Steve.McCullough@nebraska.gov>; Ankeny, Shannon <Shannon.Ankeny@nebraska.gov>
Cc: Syslo, Mick <Mick.Syslo@nebraska.gov>; Domogalla, Kevin <Kevin.Domogalla@nebraska.gov>; Neemann, Matt <Matt.Neemann@nebraska.gov>; Soula, Sarah <sarah.soula@nebraska.gov>
Subject: RE: Hwy 275

All –

We did receive this exact same message from multiple others (including Aaron Becker). Unless I hear otherwise, this will be logged as a comment during the official comment period and will receive a response along with the other comments once the comment period ends.

Thank you!



Tony Bui

Public Involvement Manager

Nebraska Department of Transportation

OFFICE 402-479-4994

CELL 402-326-2316

tony.bui@nebraska.gov

dot.nebraska.gov | [Twitter](#)

From: McCullough, Steve <Steve.McCullough@nebraska.gov>
Sent: Thursday, January 11, 2024 12:58 PM
To: Ankeny, Shannon <Shannon.Ankeny@nebraska.gov>; Bui, Tony <tony.bui@nebraska.gov>
Cc: Syslo, Mick <Mick.Syslo@nebraska.gov>; Domogalla, Kevin <Kevin.Domogalla@nebraska.gov>; Neemann, Matt <Matt.Neemann@nebraska.gov>; Soula, Sarah <sarah.soula@nebraska.gov>
Subject: FW: Hwy 275

Shannon / Tony,

I've received the below email, but I don't plan to respond until we have a clear message on the Reduced Conflict Intersections (RCIs ... public refers them as J-Turns). Please log this email.

Steve McCullough

Assistant Design Engineer – NDOT Roadway

From: Aaron Becker <aaron.becker@pilgercoop.com>
Sent: Thursday, January 11, 2024 12:13 PM
To: McCullough, Steve <Steve.McCullough@nebraska.gov>
Subject: Hwy 275

You don't often get email from aaron.becker@pilgercoop.com. [Learn why this is important](#)

Good Afternoon Steve,

I'm sure the Hwy 275 project has been a hot topic at your office since the public meeting in Wisner. Well, I'm also pretty concerned about this project and the not so popular J-Turns that are in the plans. With our Ag Equipment, we try to avoid going down Hwy 275 because of the traffic. With so many county roads and bridges that are not passable, we have to cross Hwy 275 in multiple places. It has been preached to me by state employees, that the J-Turns are safer than just simply crossing the highway. I believe in this case, this will be much more unsafe for our employees and our Ag Equipment, because we simply can't cross the highway, like we have done for decades. Not only will this be unsafe for our employees, this will also be very unsafe for our customers during planting and harvest time. Don't get me wrong, I'm 100% in favor of the 4 lanes, but in my opinion, I think this is a 'quick fix' to get the Hwy 275 completed. This project needs to be done the correct way, which means all 4 lanes need to be the same elevation so we can simply and safely cross with our equipment like we have always done. I'm sure you've been told this many times, but I will remind you and whoever else again, this surrounding Ag Community and I have contributed many dollars into this state and our voices and opinions need to be taken into consideration here. This project will have a huge impact on us for years to come, and I think we need to have a seat at this table. I've been told there are a few individuals that are trying to arrange a meeting concerning this and I will be a part of that as well, but I'm not sure if you have any suggestions or advice on what can take place from this point? The short visit we had in Wisner, you seemed to be more reasonable than others, so that's why you're the lucky one to get an email from me.

We're looking for some help.

Appreciate your time,

Aaron Becker

President

Farmers Cooperative

325 W. 1st St.

Pilger, NE 68768

Office 402-396-3414

Cell 402-360-0104





Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Aaron Becker
84107 574 Ave
Pilger, NE 68768

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st avenues to allow full access at each intersection.

In response to your question about lane placement, NDOT plans to build the two new lanes primarily on the south side of the existing highway. Specifically, near the US-275 and Nebraska Highway 15 (N-15) intersection leading to Pilger, the proposed improvements would include building the two new US-275 eastbound lanes south of the existing lanes, and the intersection would be reconstructed.

A minor amount of right-of-way would be required from a few parcels north of the existing roadway. No residential or business acquisitions or relocations are anticipated. However, if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. Construction is anticipated to begin in Spring 2025 with anticipated completion in 2028.

Regarding access, county road access may be temporarily restricted during construction; however, no two consecutive county roads will be closed at the same time. Construction is not anticipated on Nebraska Highway 57 (N-57) and traffic through its intersection with US-275 would be maintained during construction. NDOT and the contractor will work with landowners regarding temporary field access during construction.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [Randy Oertwich](#)
To: [Nelsen, Lucas](#)
Subject: FW: Hwy 275 expansion
Date: Monday, December 11, 2023 11:27:17 AM

You don't often get email from randy.oertwich@ufarm.com. [Learn why this is important](#)

From: Randy Oertwich
Sent: Monday, December 11, 2023 11:21 AM
Subject: Hwy 275 expansion

Lucas,

I am a landowner along proposed 4 lane from Wisner to Hwy 57.

I own land personally and also am shareholder in Bojak Inc.

At last meeting they had moved new construction by 15 south to the north side which had effected 4 homesites. Did they move it back to south side where it had always been ?

I have supported the 4 lane since first talked about in a meeting in Pilger in 1985.

Thanks,

Randy

Randy Oertwich

LAND MANAGER | SALES ASSOCIATE



O: [\(402\) 371-0065](tel:(402)371-0065) | C: [\(402\) 649-0777](tel:(402)649-0777) | Randy.Oertwich@ufarm.com

800 W. Benjamin Avenue | Suite B | Norfolk, NE 68701

UFARM.COM

From: [Bui, Tony](#) on behalf of [NDOT, Public Involvement](#)
To: [Huebner, Samantha](#); [Nelsen, Lucas](#)
Subject: FW: Comment Inquiry for Norfolk - Wisner
Date: Wednesday, January 17, 2024 2:27:22 PM
Attachments: [image001.png](#)



Tony Bui

Public Involvement Manager

Nebraska Department of Transportation

OFFICE 402-479-4994

CELL 402-326-2316

tony.bui@nebraska.gov

dot.nebraska.gov | [Twitter](#)

From: noreply@nebraska.gov <noreply@nebraska.gov>
Sent: Wednesday, January 17, 2024 2:10 PM
To: NDOT, Public Involvement <ndot.PublicInvolvement@nebraska.gov>
Subject: Comment Inquiry for Norfolk - Wisner

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Randy Oertwich

Email

randy.oertwich@ufarm.com

Address

57387 hwy 275

City

pilger

State

Nebraska

Zip

68768

Comment

I live at 57387 Hwy 275. 1/4 mile west of 574. I support this project and realize the need. I have attended every meeting including one held at Pilger Senior center in 1988 hosted by Sen Stan Schellpepper. Too bad it was not constructed then as Fremont to Norfolk was estimated to cost less than this section will cost. I did attend the J turn meeting on the 16th. I have 2 concerns, 1. I do not want an access road coming across my front yard. I will work with the state and enhance the road that comes off 574 ave. 2. There was no access on map at 1/2 mile line between 574 and 573. The drive that is there now is used by my trucks to haul all or parts of 487 acres to the north. there can be up to 93 truck loads come out that driveway. I can not haul grain with grain cart to other drives. Once again up to 93 loads going an extra 1/2 mile behind a tractor to truck is unacceptable. I farm 7 farms that will be impacted by expressway. 4, pivots affected. One is in cuming county at east end of wide hwy by 15 north junction. You cannot remove all our 1/2 mile access points. Randy 402-649-0777 Bojak, Randy and Lori Oertwich , Sharon Miller ,Bobalu Investments, Scott Koehler . Just a few of the land that I farm that is owned or rented. Thank You
Randy Oertwich



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Randy Oertwich
57387 Hwy 275
Pilger, NE 68768

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your question about lane placement, NDOT plans to construct the two new lanes on the south side of the existing highway. Between 575th Avenue in Stanton County and 2nd Road in Cuming County, the eastbound lanes would shift further to the south to avoid a waterway in the south ditch of the existing roadway. Right-of-way would be acquired, primarily south of the existing roadway.

NDOT's access policy places limitations on how close driveways can be to intersections and to each other. Since the 1/2 mile access between 573rd and 574th avenues was too close to the adjoining property accesses, a consolidated drive serving your residence was proposed. However, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. These discussions would include right-of-way negotiations to refine property access.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

Phone Log

Date:

12/20/23

Time:

10 AM

Caller

Name:

Ann Dietrich

Company:

Address:

Phone No.:

720-344-2145

Receiver

Name:

Lucas Nelsen

Company:

NDOT PI

Address:

1500 NE Parkway, Lincoln, NE 68502

Phone No.:

402-479-3890

Re:

CN 32319 - Norfolk - Wisner

Discussion:

Live in CO, can't make it to hearing. Own land south of the project, so have an interest in the project. People that farm the field, Carmen and Gary, likely know about the meeting and she plans to inform them.

Suggest livestreaming for meetings for landowners that may live out of state.

Resolution:

Noted that materials are posted online after the meeting, including narrated presentation for those that are unable to make it to meetings or hearings in person. Also noted opportunity to comment on the project throughout the comment period.

☐ For Your Concurrence

☒ For Your Information



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Ann Dietrich

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

Information regarding the proposed project, including a narrated presentation, is available at ndot.info/32319. For those without internet access, information may be obtained at NDOT Headquarters: 1500 Nebraska Parkway, Lincoln, NE 68502, or by contacting: Kevin Domogalla, NDOT District 3 Engineer, at kevin.domogalla@nebraska.gov or (402) 370-3470.

We appreciate the feedback you provided during the public forum. Thank you for your participation.

Sincerely,

Samantha Huebner

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

We need circular intersection by the school and
where blacktop south of town meets with 275

What is your overall satisfaction with the proposed project?

The Nebraska Department of
Transportation (NDOT) and the
Federal Highway Administration
(FHWA) appreciate your input.
Your comments, questions, and
suggestions will be reviewed by
appropriate personnel. Thank
you for your participation.

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

Name: (Please Print) _____

Address: _____

City, State, Zip: _____

Phone: _____ Email: _____



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Anonymous

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about circular intersections, traffic at the 21st Street and 18th Street intersections was evaluated, and improvements are proposed at these intersections; however, roundabouts are not included in the proposed improvements for this project due to property impacts. The area you referenced near 13th Street is not included in this project.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

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Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



U.S. Department
of Transportation
Federal Highway
Administration

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

I understand that borrow for the project is something contractors are responsible for acquiring. I also understand that sand may be used for borrow - at least to some extent. The Wisner Yacht Club, Ltd owns $\pm$ 180 acres located at 293 S road - approximately 3 miles east of Wisner & 1 mile south of Highway 275. And may be interested in working with potential contractors to provide borrow. Please advise potential contractors to contact Thomas B. Donner
P.O. Box 32
Wisner NE, 68791
402-372-2719 / 402-529/3536 / 402-992-0406
or tbdonnerlaw@qwestoffice.net

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very Dissatisfied ☐ Somewhat Dissatisfied ☐ Neutral ☐ Somewhat Satisfied ☐ Very Satisfied ☒

Name: (Please Print) Thomas B Donner
Address: P.O. Box 32
City, State, Zip: Wisner NE 68791
Phone: See above → Email: _____



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Thomas B Darner
PO Box 32
Wisner, NE 68791

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

You are correct that contractors are responsible for acquiring borrow for highway construction. However, NDOT cannot provide information to contractors that could affect highway contract bids.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [Milliken, Scott](#)
To: [Nelsen, Lucas](#)
Cc: [Swanson, Alan](#); [Soula, Sarah](#)
Subject: CN 32319 Public Hearing
Date: Friday, December 22, 2023 9:00:44 AM

Re: CN 32319 Public Hearing

Hi Lucas,

I took comments from 4 groups after the presentation at the Public Hearing.

The 1st comment was for acceleration / deceleration lanes for heavy vehicles at the 2 Junctions of US-275 with N-15. Specifically for the west Junction and for queues of up to 4 trucks. I did not record the name of the men as these comments were like those spoken and recorded in the comments after the presentation.

The 2nd set of comments were from Sharon Garvin (1118 Sherman Street, Wayne 68787). She owns the agricultural land to the NE of the west Junction of US-275 and N-15. She wanted NDOT to know that there are 3 property owners in that corner. She owns the agricultural land, there is a homeowner, and an owner of the machine shop. The large presentation showed, in yellow, new pavement / surfacing off the county road to the east to the machine shop and home. Her 2 questions were about easements / ROW for the new pavement / surfacing and whether the new pavement / surfacing would be pavement or gravel. I know ROW will contact the 3 landowners about any easement or ROW agreements. Can someone please verify the surfacing for her?

The last individual was Scott Koehler (57341 Hwy 275). He owns the agricultural land to the northeast of S275_09309 where the presentation showed a significant ROW purchase to realign the county road north of US-275. He asked about reducing the taking of his property. He brought up closing the county road noting 2 homeowners to the north. He also requested an interchange. I told him that an interchange was not a viable option and that closing the county road would benefit him but may not be appreciated by the other homeowners. He then switched the conversation to the historical property on the SW corner of the west Junction of US-275 and N-15. He said he lived there 20 years (originally said 40) and that there were no artifacts there. He also said his father sold that land to another man standing nearby. He did note that there are artifacts including calvary buttons, bones, etc. north of the highway on the hill in the farmland NE of the structure noted above. He wanted to know the 'historical' of the 1st homesite in Stanton County so I asked Courtney Ziska if she would speak to him, and she did.

I did get 'In house' questions about the difference between a J-turn and RCUT which I answered.

I encouraged Scott to turn in comments.

Thank you.

Scott



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Sharon Garvin
1118 Sherman St
Wayne 68787

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments to Scott Milliken about easements and right-of-way, the proposed joint driveway would be constructed on the Garvin property with access easements provided for the Oertwich building and Marx residential properties.

In response to your comments about pavement and surfacing, the proposed joint driveway would be surfaced with gravel.

We appreciate the feedback you provided during the public forum. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

RECEIVED

DEC 27 2023

Dec 23, 2023

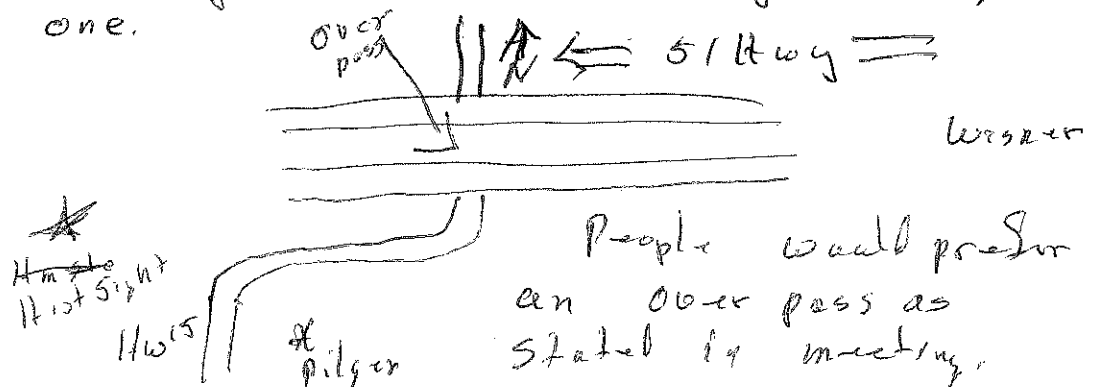
COMMUNICATION DIVISION

To Whom it may concern.

Enjoyed the public hearing on
Hwy 275 from Stanton to Hwy 57 to Wisner.

During the meeting
It was Wisner School + Rt + Left
turn lanes into school. — Why would
you give access to the school from a
4 lane Hwy. It was mentioned about
accidents, already.

3 Hwy intersections — why not only
one.



I am happy with the present Rd
You are planning to build. Just random
thoughts from people's comments.

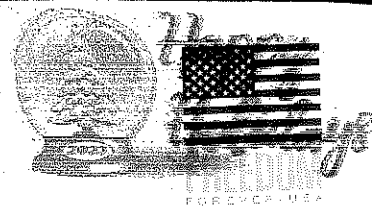
Don Jackson

didjik@gmail.com

Daniel Jackson
2203 Koenigstein Ave.
Norfolk, NE 68701

OMAHA NE 680

23 DEC 2023 PM 3 L



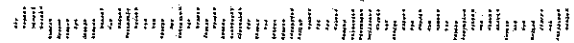
RECEIVED

DEC 27 2023

COMMUNICATION DIVISION

Lucas Nelson
NDOT Public Involvement
PO Box 94759
Lincoln, NE 68500
4759

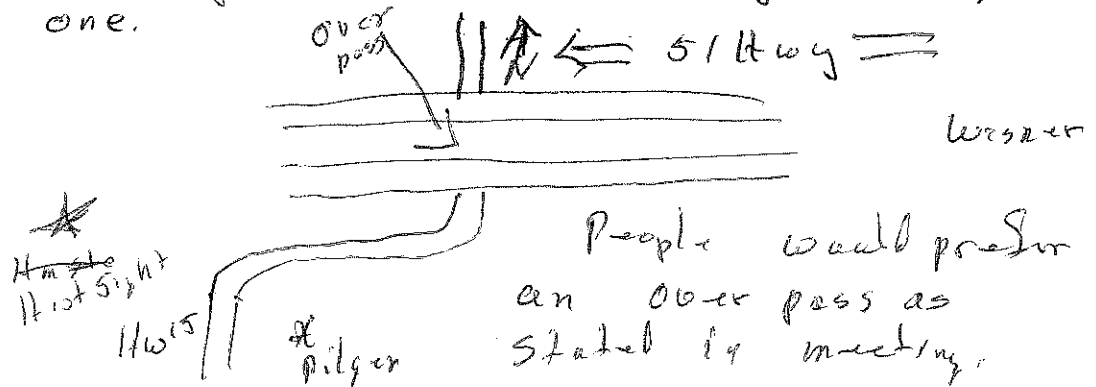
68509-475959



Hwy 275 ~ Jim Starke ~ Hwy 37 to Wisner

During the meeting
It was Wisner School + Rt + Left
turn lanes into school. — Why would
you give access to the school from a
4 lane Hwy. It was mentioned about
accidents, etc.

3 Hwy intersections — why not only
one.



I am happy with the present Rd
You are planning to build. Just random
thoughts from people comments.

Dan Jackson

didjkj@gmail.com



NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

Glad to see this project getting started
Road should be safer thru the hills
in Stanton County.

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☒

Name: (Please Print) Daniel Jackson
Address: 2203 Koenigstein Ave
City, State, Zip: Norfolk, NE 68701
Phone: 402-640-6121 Email: djackson@gmail.com



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Daniel Jackson
2203 Koenigstein Ave
Norfolk, NE 68701

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about school access, the proposed design would improve intersection geometrics at the 18th Street intersection while minimizing impacts to school property.

With regard to the highway intersections, the proposed improvements, which include left-turn lanes and an offset right-turn lane at 21st Street, will improve safety for school traffic by improving sight lines and allowing drivers to turn out of US-275 traffic away from through lanes.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



NEBRASKA

Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

We need circular intersection by the school for safety
and speed reduction

Also a circular intersection where the blacktop meets Hwy
275 & 13th st

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

Name: (Please Print) Roger Kuester

Address: 1200 Avenue E

City, State, Zip: Wisner, Nebraska 68791

Phone: 402-320-5030 Email: roger.kuester2@gmail.com



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Roger Kuester
1200 Ave E
Wisner, NE 68791

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about circular intersections, traffic at the US-275 intersections with 21st Street and 18th Street was evaluated, and improvements are proposed at these intersections due to property impacts. However, roundabouts are not included in the proposed improvements due to property impacts. The area you referenced near 13th Street is not included this project.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

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NEBRASKA

Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

ASK Brandie if questions

Page 3-5

Figure 3-1

Access at S Road relative to property

Would like full paper copy of EA and info specifically
noted above (page, access)

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

Name: (Please Print) DAVID METSKA

Address: 1111 AVE D

City, State, Zip: WISNER NE 68791

Phone: 402-719-0741

Email:



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

David Metschke
1111 Ave D
Wisner, NE 68791

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

A copy of the requested pages from the Draft Environmental Assessment were mailed to you separately. Please let us know if you did not receive this or if you need any additional information.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

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NEBRASKA

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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

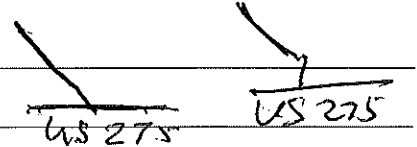
S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

Square off 18th St. @ US 275



Pedestrian overpass at 18th St & US 275

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very Dissatisfied
☐

Somewhat Dissatisfied
☐

Neutral
☐

Somewhat Satisfied
☐

Very Satisfied
☐

Name: (Please Print)

Al Vacanti

Address:

3122 S. 145th St.

City, State, Zip:

Omaha, NE, 68144

Phone:

308-430-3704

Email:



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Al Vacanti
3122 S 145th St
Omaha, NE 68144

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about the 18th Street intersection, the proposed design in this location is being evaluated to optimize geometrics and minimize impacts to school property. Additionally, a pedestrian overpass in Wisner is not within the project scope.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

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PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [Nelsen, Lucas](#) on behalf of [NDOT, Public Involvement](#)
To: [Nelsen, Lucas](#)
Subject: FW: Comment Inquiry for Norfolk - Wisner
Date: Wednesday, December 27, 2023 8:37:08 AM

From: noreply@nebraska.gov <noreply@nebraska.gov>
Sent: Friday, December 22, 2023 1:46 PM
To: NDOT, Public Involvement <ndot.PublicInvolvement@nebraska.gov>
Subject: Comment Inquiry for Norfolk - Wisner

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Jim Lange

Email

jimlange@yahoo.com

Address

1900 N. 17th Circle.

City

Norfolk

State

Nebraska

Zip

68701

Comment

Why are you going through Wisner (and I am assuming Beemer in

the next phase)? Would it not be more with the intent of an expressway to go around (possibly tie into Hwy 51 and following to the north and then going to 275 east of Beemer) That would alleviate 25 mph in Wisner and nearly as slow in Beemer.



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DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Jim Lange
1900 N 17th Cir
Norfolk, NE 68701

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about bypasses, bypasses around Wisner and Beemer are not within the project scope.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

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PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [Domogalla, Kevin](#)
To: [Nelsen, Lucas](#)
Subject: FW: Highway 275 proposed engineering changes
Date: Friday, December 22, 2023 1:15:24 PM

I received this today. Shall I tell him we have included it with the comments and will reply in the near future?

From: Brad Maas <bmaas@stanton.net>
Sent: Friday, December 22, 2023 11:58 AM
To: Domogalla, Kevin <Kevin.Domogalla@nebraska.gov>
Subject: Highway 275 proposed engineering changes

You don't often get email from bmaas@stanton.net. [Learn why this is important](#)

Dear Mr. Domogalla: My name is Brad Maas, I own and operate Maas Feedlots LLC in Stanton county. I have 2 feedlot locations, 1 north of 568 Ave and 275, and 1 located south of 275 on 569 avenue.

I am concerned with proposed J Turns placed off and on these two roads. The feedlot has 75± trucks per week turning off and on these 2 roads loaded with anything from distillers, corn, cattle plus a variety of other commodities. In addition to numerous tractors and implements that will not, in my opinion, be safe going down the highway to and through the J turn.

My truck and equipment operators make every effort to go across highway 275 rather than down the highway in order to maintain the flow of traffic in either direction. In those situations that this is not possible, with J turns in place, our operators will be driving large, slow moving equipment that will take up both lanes to the J turn and back to either 568 or 569 avenue.

In my opinion, the engineering of highway 275, especially in regards to the J turns, does not take into consideration the amount of rural, large and slow moving equipment that travel up and down 275. Again, I have major safety concerns for my operators and all those that may encounter them on the highway.

Regards,

Brad Maas
Maas Feedlots LLC



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Brad Maas
83928 569 Ave
Stanton, NE 68779

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st avenues to allow full access at each intersection.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: alexandercattle@gmail.com
To: [Nelsen, Lucas](#); [Domogalla, Kevin](#)
Subject: HWY 275 comments
Date: Saturday, January 20, 2024 1:15:13 PM

Some people who received this message don't often get email from alexandercattle@gmail.com. [Learn why this is important](#)

Dear Sirs;

I had recently reached out to both of you on phone conversations on Dec. 22nd 2023. Hopefully you had made notes of our conversation, however I thought I would make some written comments as well.

First off, please know I am in full support of the HWY 275 widening, in fact I was one of the founding members of 4 Lanes 4 Nebraska group to get the ball rolling so to speak. I do have some concerns however with the plan to widen an area and have the water/drain ditch down the middle of the lanes. I do see how this might seem reasonable many years ago, but not in todays or current landscape conditions. Numerous things have changed over the years to the properties on both sides of the widening area.

Most of the land on both north and south of the area has been tiled. Many of the tile drain into reservoirs and the water is lifted to the surface and then runs its natural course. We have learned how to farm the land, which for years was to wet to even get into the fields. The main drainage ditch that feeds the area has been blocked or redirected into a holding lagoon. This ditch is responsible for draining nearly 300 acres so that alone changes the water run to the affected area immensely.

The proposed plan moves the south lanes much further on to my property and other peoples property. This has direct results of the need to buy additional land, remove or change tile lines, move and change center pivots, move and change reservoirs and lift stations, move and change electricity service and change drainage areas of the existing lands.

I am looking forward to the HWY 275 widening project and visiting with the engineers for the best results.

Regards;

J.D. Alexander
Alexander Cattle & Farms
57555 841 ½ Road
Pilger, NE 68768
(402)649-1510

Phone Log

Date:

12-26-23

Time:

AM

Caller**Receiver**

Name:

JD Alexander

Name:

Kevin Domogalla

Company:

Company:

NDOT

Address:

Address:

408 North 13th St

Phone No.:

Phone No.:

402-370-3470

Re:

CN 32319 - Norfolk - Wisner

Discussion:

Spoke to JD Alexander this morning. He owns land near Humbug Creek and the east Highway 15 junction. He was asking for additional or relocated drives. He understands our controlled access policy and the desire to combine drives and reduce the number of entrances but he may pursue further in ROW negotiations.

He does have a drain tile and lift station approximately 563 right. I encouraged him to bring this up to the negotiator when contacted to ensure we have shown all subsurface impacts in the offer.

I received a question also on the sight distance for 574th Avenue looking east. Claims there is a dip in the highway that may lose sight of westbound vehicles.

Resolution:

☐ For Your Concurrence☒ For Your Information

Phone Log

Date:

12/27/23

Time:

Caller

Name:

JD Alexander

Company:

Address:

Phone No.:

402-649-1510

Receiver

Name:

Lucas Nelsen

Company:

NDOT PI

Address:

1500 NE Parkway, Lincoln, NE 68502

Phone No.:

402-479-3890

Re:

CN 32319 - Norfolk - Wisner

Discussion:

(Voicemail)

I'm a landowner along highway 275. I was unable to attend the public hearing regarding the information at the Wisner high school.

I do have some questions and thoughts, I'd appreciate a phone call back.

Resolution:

Kevin Domogalla and Lucas Nelsen both spoke to JD Alexander after this voicemail.

☐ For Your Concurrence

☒ For Your Information

Phone Log

Date:

1/11/24

Time:

Caller**Receiver**

Name:

JD Alexander

Name:

Lucas Nelsen

Company:

Company:

NDOT PI

Address:

57555 841 1/2th Rd, Pilger, NE 68768

Address:

1500 NE Parkway, Lincoln, NE 68502

Phone No.:

402-649-1510

Phone No.:

402-479-3890

Re:

CN 32319 - Norfolk - Wisner

Discussion:

Owens land west of N-15 intersection, north and south of 275. Have area blocked off from flood plain, so no water comes down that ditch anymore and under the existing highway. Very little if any continues to go through there on my property. Not sure if median needs to be that wide on property. Tile the area as well, and neighbor has tile. Neighbor to the west's tile system can go into ditch, but ditch that goes north and southwest of the N-15 has been essentially dammed up. Lift station for tile on southeast portion of neighbor's property that would drain into that ditch where it meets existing 275. Has tile on southeast corner of quarter north of the 275/N-15 intersection, but that stays north of the highway and drains east. Everything draining from property stays north of existing 275. Drainage to the south doesn't occur from property until just west of N-15/275 intersection. South of 275 is pretty well tiled, and there's a lift station along the north side where there's wetland and proposed culvert. Proposed expansion would likely go over one or two tile lines and reservoir. Tile has to be buried about 6 ft deep into that reservoir because ground is so low in the area. Proposed would require moving reservoir and tile.

The other wetland that runs diagonally north and east connects to a ditch currently—drains into existing ditch right now because it's been dug out, but there's no culvert. Made it so it can drain into the existing ditch if there's high water. New proposed expansion would block drainage to the ditch and doesn't show a proposed culvert. Property stops at the Stanton/Cuming Co line.

Resolution:

Noted that information would be passed on to the project team and commenter could expect official response in the future.

☐ For Your Concurrence☒ For Your Information



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

J.D. Alexander
57555 841 1/2 Rd
Pilger, NE 68768

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

Our team has scheduled an on-site meeting with you for April 17 to discuss your concerns. We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

It would be nice if there could be an on site meeting with someone who knows where the new ROW's will be located for utilities to have a better idea of where their poles, wires & equipment can be set & not be at a culvert or field entrance. Also a clear explanation of dirt being removed or added in areas where relocation of utilities is happening to prevent having wire not deep enough at hwy crossings.

Time frames of when each utility is expected to have their equipment relocated & old removed.

RECEIVED

DEC 27 2023

COMMUNICATION DIVISION

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☒

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input.

Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Name: (Please Print) Scott Haber. Operations Mgr. Cuming Co. PPD

Address: 500 S. Main St.

City, State, Zip: West Point NE 68788.

Phone: 402-380-0249 Email: shaber@ccppd.com



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Scott Haber
500 S Main St
West Point, NE 68788

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about utility relocations, project representatives will reach out to individual utility owners as design and right-of-way plans are finalized. They will assist utility owners in evaluating impacts, including those due to grading, assessing whether relocated utilities can be accommodated on right-of-way, and determining the relocation timeframe.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [Jeremy S.](#)
To: [Nelsen, Lucas](#)
Subject: 275 Norfolk to Wisner comment/question
Date: Saturday, January 6, 2024 5:36:36 PM

You don't often get email from starhusker78@gmail.com. [Learn why this is important](#)

Hello,

I am a resident in Wayne County on HWY 15 (5 miles south of Wayne) and commute to Norfolk 4 times a week.

I am reaching out to you about a specific section of the project. The area is both hwy 15 intersections and the roadway between the north and south interchanges of HWY 15 on 275.

I am a resident of Wayne County (reside 5 miles south of Wayne) and commute to Norfolk 4 times a week traveling specifically this area both directions.

On my way to Norfolk the traffic on HWY 15 has a large volume of cattle trucks commuting south to Schuyler from the North on HWY 15 . On 275 between the north and south interchanges of 15 is the area I am most cautious and concerned with on my commute. The trucks barely make it to at least 55 mph before turning onto 15 into Pilger. With new lanes, wider intersections, and trucks switching lanes I have more concerns about this area once this area is complete. I wish I had a cheap idea on how to make this area be constructed, however, the one solution that comes to mind would be roundabouts with dividers so all vehicles can not switch lanes prior and during the commute through the roundabouts. Ideally I would prefer the 15 intersections and road be reconstructed but the cost of the project would help hwy 15 north to Wayne have passing lanes completed sooner.

Thanks for taking the time to read my email and PLEASE look into solutions for my area of the commute in which I and many other Nebraskans travel with hopes of all safety moving forward.

Jeremy Starzec
Wayne, NE



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Jeremy Starzec

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about roundabouts, the intersections on this project have been reviewed in accordance with NDOT's current practices for rural expressway design. Intersections are evaluated for many criteria, some of which include design vehicle, traffic volumes, design speed, type of traffic control, and proximity of accesses. The additional lanes will improve traffic flow by allowing passing of slower moving vehicles and the left-turn lanes at the Nebraska Highway 15 (N-15) intersections will be lengthened which will help trucks exit US-275 traffic sooner.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

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PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

Phone Log

Date:

1/10/24

Time:

10 AM

Caller**Receiver**

Name:

Mark Melcher

Name:

Kevin Domogalla

Company:

Company:

NDOT

Address:

Address:

408 North 13th St

Phone No.:

402-750-0139

Phone No.:

402-370-3470

Re:

CN 32319 - Norfolk - Wisner

Discussion:

He asked numerous questions on the process for design and approval of design concepts. Explained to him we have hired HDR and given them design parameters to follow to get to a preferred alternative with the final design being approved by the Roadway Design Engineer. He says he is talking to all landowners and tenants from the Wayne county line south to the Elkhorn River. Has been trying to contact Commissioner Copple to set up a meeting to talk to him about his issues. He says he has been in touch with Alan Hoehne but did not say he has been invited to the meeting that Mr. Hoehne has set up. Very respectful in his conversation but does ask leading questions. Also wanted a copy of the video recording of the meeting. I told him it was not taped but we did have a court reporter capturing the presentation and testimony.

Resolution:

☐ For Your Concurrence☒ For Your Information

Phone Log

Date:

1/11/24

Time:

Caller

Receiver

Name:

Mark Melcher

Name:

Lucas Nelsen

Company:

Company:

NDOT PI

Address:

569th Ave

Address:

1500 NE Parkway, Lincoln NE 68502

Phone No.:

402-750-0139

Phone No.:

402-479-3890

Re:

CN 32319 - Norfolk - Wisner

Discussion:

Surprised not everyone received a letter. Think that it wasn't put in bold print that the J intersections would be proposed. May have to retain legal counsel. Good to show on mosaic what roads lay to the north and south of the project. Minimum maintenance roads and county roads on the project especially. Landowners I've spoken to from the Wayne Co. line to the Elkhorn River are opposed to the J turns. Wonder why J turns aren't spelled out in black ink anywhere.

Resolution:

Explained process for notification--direct mail to adjacent property owners, legal notices, and digital message boards on highway--and noted opportunity to comment on project throughout comment period.

☐ For Your Concurrence

☒ For Your Information



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Mark Melcher
84169 569 Ave
Stanton, NE 68779

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection.

Information regarding the proposed project, including a narrated presentation, is available at ndot.info/32319. For those without internet access, information may be obtained at NDOT Headquarters: 1500 Nebraska Parkway, Lincoln, NE 68502, or by contacting: Kevin Domogalla, NDOT District 3 Engineer, at kevin.domogalla@nebraska.gov or (402) 370-3470.

We appreciate the feedback you provided during the public forum. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS
PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS
1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567
EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



U.S. Department
of Transportation
Federal Highway
Administration

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

I'm very happy that completion of this project is finally scheduled.

My concern is the 4 mile block that doesn't allow left turns. There are many cattle trailer semi's and farm equipment that takes that stretch of Hwy 275. Not being able to cross that stretch of Hwy 275 is going to cause problems.

Hwy 275 gets a LOT of semi tractor traffic. If traffic is backed up for a T turn - it will cause problems.

I think you are seriously underestimating the amount of farm equipment that travels on Hwy 275. There are many bridges in Stanton County that farm equipment can't travel over and so they are forced to take the highway.

RECEIVED

JAN 11 2024

COMMUNICATION DIVISION

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☒

Very
Satisfied
☐

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Name: (Please Print) Diane DAVIS

Address: 200 W Oak St

City, State, Zip: Pilger NE 68768

Phone: (402) 516 6509 Email: _____



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Diane Davies
200 W Oak St
Pilger, NE 68768

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection.

With respect to county road bridge improvement, these bridges are not within the scope of this project and are the responsibility of the respective county.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

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Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Subject: Comment Inquiry for Norfolk - Wisner
Date: Thursday, January 11, 2024 11:38:07 AM

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Ryan D Kruger

Email

ryan.kruger@pilgercoop.com

Address

84148 569 Ave

City

Stanton

State

Nebraska

Zip

68779

Comment

I would like to see them change the proposed J-turns on the highway 275 project back to regular intersections. We live in an agricultural community, and this will profoundly impact where I live and work. We try our best to avoid using the highway with our equipment, but this will force us onto the highway with slow moving equipment causing more of a safety concern for us as well as other drivers for no reason other than to save some money on not

correctly redoing the existing intersections. My neighbors and I in the neighborhood would like someone to come up here for a meeting to discuss the possibilities of moving away from these proposed J turns. It may not impact the commuters traveling down 275 but it will cause a severe impact to those of us living in the area. Thanks, Ryan Kruger



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Ryan D Kruger
84148 569 Ave
Stanton, NE 68779

April 1, 2024



Jim Pillen, Governor

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st avenues to allow full access at each intersection.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

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PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Subject: Comment Inquiry for Norfolk - Wisner
Date: Thursday, January 11, 2024 12:13:54 PM

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Crystal Ramaker

Email

crystal.ramaker82@gmail.com

Address

84277 569TH AVE

City

STANTON

State

Nebraska

Zip

68779

Comment

J turns are not necessary at every gravel road. It will impede traffic patterns and cause a large amount of issues for the traffic that is utilizing these road ways.



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Crystal Ramaker
84277 569th Ave
Stanton, NE 68779

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st avenues to allow full access at each intersection.

We appreciate the feedback you provided. Thank you for your participation.
Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

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Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [Bui, Tony](#) on behalf of [NDOT, Public Involvement](#)
To: [Nelsen, Lucas](#); [Huebner, Samantha](#)
Subject: FW: Comment Inquiry for Norfolk - Wisner
Date: Tuesday, January 16, 2024 8:26:43 AM
Attachments: [image001.png](#)



Tony Bui

Public Involvement Manager

Nebraska Department of Transportation

OFFICE 402-479-4994

CELL 402-326-2316

tony.bui@nebraska.gov

dot.nebraska.gov | [Twitter](#)

From: noreply@nebraska.gov <noreply@nebraska.gov>
Sent: Monday, January 15, 2024 2:59 PM
To: NDOT, Public Involvement <ndot.PublicInvolvement@nebraska.gov>
Subject: Comment Inquiry for Norfolk - Wisner

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Bret Burtwistle

Email

bretburtwistle@yahoo.com

Address

83761 567Ave

City

Stanton

State

Nebraska

Zip

68779

Comment

As a landowner and renter of 8 quarters of ground that will be affected by the highway expansion, I would like to voice my disapproval of the J-turn idea for 4 miles in a row. Those 4 miles are where the ground I farm or own. I would much prefer dirt being moved on the existing lanes or what would be the new West bound lanes. Especially with the snow storm we just had I believe the state can do a better job of alleviating some of the drifting problems by moving dirt. My biggest concern is all my equipment turning on the J-turns. I have several trucks and large farm equipment that this tight turning will take a toll on tires, axles and twisting and binding. I agree that J-turns have a place on some roads, but not at these 4 intersections in a row. And not on county roads.



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Bret Burtwistle
83761 567 Ave
Stanton, NE 68779

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st avenues to allow full access at each intersection.

In response to your comments about snow drifting, this is a known concern along the north side of the existing highway and will be addressed with the project. Multiple locations with steep slopes will be graded to flatten the slopes and reduce the drifting that currently exists.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

Phone Log

Date:

1/16/24

Time:

Caller

Receiver

Name:

Mike and Jeanne Lance

Name:

Lucas Nelsen

Company:

Company:

NDOT PI

Address:

Address:

1500 NE Parkway, Lincoln, NE

Phone No.:

402-396-3718

Phone No.:

402-479-3890

Re:

CN 32319 - Norfolk - Wisner

Discussion:

Received a phone call from Mike and Jeanne Lance to say they are not in favor of the J-turns proposed. It is less convenient to make the turn especially with farm trucks and equipment. They do not own land in the vicinity but wanted to call in their opinion.

Resolution:

Asked if they wanted to write in a comment or simply let me take a phone log and they opted for the phone log.

☐ For Your Concurrence

☒ For Your Information



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Mike & Jeanne Lance

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection.

We appreciate the feedback you provided during the public forum. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

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PHYSICAL ADDRESS

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Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [Bui, Tony](#) on behalf of [NDOT, Public Involvement](#)
To: [Neemann, Brandie](#); [Domogalla, Kevin](#)
Cc: [Nelsen, Lucas](#); [Huebner, Samantha](#)
Subject: FW: Comment Inquiry for Norfolk - Wisner
Date: Monday, January 22, 2024 2:15:59 PM
Attachments: [image001.png](#)

FYI.

The website and the aerial mosaic seems to be working fine on my end. It's an uploaded PDF so there shouldn't be anything malfunctioning or only partially functioning.

<https://dot.nebraska.gov/media/q2hdvn1k/32319-public-hearing-scroll-plot-1-halfsize.pdf>



Tony Bui

Public Involvement Manager

Nebraska Department of Transportation

OFFICE 402-479-4994

CELL 402-326-2316

tony.bui@nebraska.gov

dot.nebraska.gov | [Twitter](#)

From: noreply@nebraska.gov <noreply@nebraska.gov>

Sent: Saturday, January 20, 2024 3:47 PM

To: NDOT, Public Involvement <ndot.PublicInvolvement@nebraska.gov>

Subject: Comment Inquiry for Norfolk - Wisner

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Alan Hoehne

Email

ahoehne@stanton.net

Address

84285 570 Ave

City

Stanton

State

Nebraska

Zip

68779

Comment

I object to the proposed J turn on the hwy 275 & 570 ave. It will unfairly impact and lower the property values on property that relies on the 570 ave hwy 275 intersection, compared to 568 ave and 569 ave That will both have double stop 90 ft wide median intersections. The 570 Ave intersection needs this same type of intersection for numerous reasons. Agriculture, safety, etc. The 570 ave with the double stop style intersection, would be the safest of any of the intersections in the area. Also unlike the 568 & 569 intersections, no future work because of this type of intersection would be required, it will have a half mile or more visibility of oncoming traffic into the intersection from both directions. 568 & 569 both have severely reduced visibility to the east of the oncoming west bound traffic. There possibly will be serious accidents at both of these intersections with out the removal of the hill blocking the view of oncoming west bound traffic. Like I said before, the 570 ave intersection, if done with a double stop 90 foot wide median, would be the last construction required for this intersection, forever. It would be a truly safe expressway functioning intersection for everybody involved in using it, all expressway traffic, all entering and exiting traffic and any form of cross traffic including agriculture, semi's, trucks & all vehicles. Also as of January 20 2024 at 3:30 p.m. the plot 1 on the mosaic aerial is only partially functioning, on this website. I cannot see the plans for my property due to it not working properly, with the comment period ending in only a few days, this information must be provided

to me, an effected landowner, for obvious timely reasons. Thank
You Alan Hoehne

From: [Bui, Tony](#) on behalf of [NDOT, Public Involvement](#)
To: [Nelsen, Lucas](#); [Huebner, Samantha](#)
Subject: FW: Comment Inquiry for Norfolk - Wisner
Date: Wednesday, January 17, 2024 12:25:03 PM
Attachments: [image001.png](#)



Tony Bui

Public Involvement Manager

Nebraska Department of Transportation

OFFICE 402-479-4994

CELL 402-326-2316

tony.bui@nebraska.gov

dot.nebraska.gov | [Twitter](#)

From: noreply@nebraska.gov <noreply@nebraska.gov>
Sent: Wednesday, January 17, 2024 10:09 AM
To: NDOT, Public Involvement <ndot.PublicInvolvement@nebraska.gov>
Subject: Comment Inquiry for Norfolk - Wisner

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Alan Hoehne

Email

ahoehne@stanton.net

Address

84285 570 ave

City

Stanton

State

Nebraska

Zip

*68779

Comment

The 570 intersection on 275 should be handled the same way as the 568 & 569 intersections. Farm machinery on the Pilger to Stanton cut across road use this intersection to cross 275. Also the 570 intersection provides the best visibility in both directions of any of the cross road intersections between hwy 57 and 15. If the road height is made the same as the current north existing lanes in this intersection, and a 90 foot median with stop signs where added. This would be a very safe vital intersection crossing for agriculture machinery. I live north of 275 on 570 ave and have seen all my life the volume of farm equipment that use this route during each agriculture season, especially after a modern no weight limit 24' wide bridge was placed on 570 ave making it the best road to take to go to the north. I feel to abandon the safest cross intersection in this stretch of the 275 expressway would be a costly mistake. You have a safe useful intersection that serves the public well, use it.

Alan Hoehne



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Alan Hoehne
84285 570 Ave
Stanton, NE 68779

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection.

We apologize for the difficulty you encountered accessing the mosaic aerial files, we are allowing comments beyond the comment period deadline to accommodate this technical difficulty. We regret any inconvenience this may have caused.

We appreciate the feedback you provided. Thank you for your participation.
Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



U.S. Department
of Transportation
Federal Highway
Administration

NEBRASKA

Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

Will be happy with the new highway, but
very against the J turn that is being
proposed. It will be a very big inconvenience
for the farmers in this area. It will be
very difficult to turn a loaded semi on this
type of turn.

RECEIVED

JAN 19 2024

COMMUNICATION DIVISION

What is your overall satisfaction with the proposed project?

The Nebraska Department of
Transportation (NDOT) and the
Federal Highway Administration
(FHWA) appreciate your input.
Your comments, questions, and
suggestions will be reviewed by
appropriate personnel. Thank
you for your participation.

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

Name: (Please Print)

Mike Hecholsheimer

Address:

84228 570 Ave

City, State, Zip:

Stanton NE 68779

Phone:

402-439-5137

Email:

cin1958@hotmail.com



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Mike Herbolsheimer
84228 570 Ave
Stanton, NE 68779



Jim Pillen, Governor

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

After considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st Avenues to allow full access at each intersection.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

Phone Log

Date:

1/19/24

Time:

11:30 AM

Caller

Name:

David Oligmueller

Company:

Address:

420 E Oak, Pilger, NE 68768

Phone No.:

402-750-4556

Receiver

Name:

Lucas

Company:

NDOT

Address:

1500 Nebraska Parkway, Lincoln, NE 68502

Phone No.:

402-479-3890

Re:

CN 32319 - Norfolk - Wisner

Discussion:

Own land on the south side of US-275. Wondered why it's considered a wetland. 20 acres one mile east of US-275 and N-15.

Own land on the south side of Pilger with sand. Wondering if sand and gravel could put pumped out to be used for the project and have it be made into in the lake.

Curious if his 20 acres will be taken if they could just take everything and make him a lake on his property south of Pilger.

Resolution:

☐ For Your Concurrence

☒ For Your Information



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DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

David Oligmueller
420 E Oak St
Pilger, NE 68768

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about wetland designation, agricultural wetlands are determined based on review of several years of aerial imagery to identify wet signatures and soil types.

In response to your comments about sand and gravel, NDOT does not specify source materials for highway construction as they are provided by the contractor.

We appreciate the feedback you provided during the public forum. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

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PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

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NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

We have concerns on how you will be handling the Center Pivots on the land that is selected for the new roadway.

How will you be handling the change that will need to occur on a property when you take away a drive way.

We have concerns that the turning lanes in the middle of the 4 lane will be large enough to handle a semi truck and trailer safely.

RECEIVED

JAN 22 2024

COMMUNICATION DIVISION

RECEIVED

JAN 22 2024

COMMUNICATION DIVISION

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very Dissatisfied
☐

Somewhat Dissatisfied
☐

Neutral
☒

Somewhat Satisfied
☐

Very Satisfied
☐

Name: (Please Print)

Kayla Roth Kuxhansen

Address:

458 S Rd

City, State, Zip:

Wisner, NE 68791

Phone:

402-380-1753

Email:

rothkuxhansen2017@yahoo.com



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Kayla Roth Kuxhauser
458 S Rd
Wisner, NE 68791

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about property impacts, if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. These discussions will include specific property impacts such as center pivots and changes to access.

With regard to median turn-lane geometry, the new median breaks for, county roads and rural residence access are designed to allow at least one truck to wait for gaps without blocking through lanes. Some intersections would have longer turn lanes; for example, those where US-275 intersects with other state highways. Additionally, the intersection designs are checked using software that simulates truck turning to verify sufficient pavement will be constructed.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [Beverly So](#)
To: [Nelsen, Lucas](#)
Subject: Norfolk Wisner 275 project #2
Date: Monday, January 22, 2024 2:37:14 PM

You don't often get email from sojive5@gmail.com. [Learn why this is important](#)

Good afternoon,

My farmland will be directly affected by the 275 Norfolk-Wisner project. My land is west of the Wisner Dollar General and borders on Hi 51. Living in Michigan, I was unable to attend the public hearing in December.

At this time I have a few questions related to the Highway 275 project.

1. From the information posted online, it is my understanding that the new portion of the highway will be constructed north of the existing highway. I am wondering why that was chosen rather than the south side.

2. How much of my land, an estimate by feet and acres will be affected. This is all prime farmland and like others, there will be a loss of income.

Your answers to these questions will be greatly appreciated.

Sincerely,

Beverly So

4407 Terra Lane

Saint Joseph, MI 49085

574-360-9535



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Beverly So
4407 Terra Ln
Saint Joseph, MI 49085

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about the preferred alternative, the new portion of the highway would be constructed south of the existing highway.

In response to your comments about land impacts, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

Department of Transportation

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PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [Bui, Tony](#)
To: [Nelsen, Lucas](#); [Huebner, Samantha](#)
Subject: Fwd: Highway 275 expressway
Date: Tuesday, January 23, 2024 6:13:07 PM

Include this to receive a response.

Tony Bui
Public Involvement Manager
Nebraska Department of Transportation
OFFICE 402-479-4994
CELL 402-326-2316
tony.bui@nebraska.gov

From: McCullough, Steve <Steve.McCullough@nebraska.gov>
Sent: Tuesday, January 23, 2024 5:58:35 PM
To: Bui, Tony <tony.bui@nebraska.gov>
Cc: Domogalla, Kevin <Kevin.Domogalla@nebraska.gov>
Subject: FW: Highway 275 expressway

Tony ... please log this email into public comments.

Kevin ... I'll follow up with Gary Godbersen on this email.

Steve McCullough
Assistant Design Engineer – NDOT Roadway

From: carmen godbersen <carmenjoan65@hotmail.com>
Sent: Tuesday, January 23, 2024 4:41 PM
To: McCullough, Steve <Steve.McCullough@nebraska.gov>
Subject: Highway 275 expressway

You don't often get email from carmenjoan65@hotmail.com. [Learn why this is important](#)

Dear Steve, I visited with you the evening you were in Wisner discussing the projected 4-lane development of Highway 275. We are the tenants of the farm at the intersection of Hwy 15 N & 275 on SE corner. We have a concern on the number of acres the roadway is going to use along this section of the road. I believe the concern on your end was the wetlands in this area, I would like to inform you that this farm has had a considerable amount of tiling done and I know the farms around us have done a considerable amount as well. I just wanted you to be aware of this before making your final decisions on design. If you have any questions for me, please feel free to contact me @ 402-649-0270. Thank you, Gary Godbersen



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DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

Gary Godbersen
804 Hwy 51
Wisner, NE 68791

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about acreage, if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. These discussions will include specific property impacts such as tiling.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
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samantha.huebner@nebraska.gov
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dot.nebraska.gov

From: [Josh Alexander](#)
To: [Nelsen, Lucas](#); [Domogalla, Kevin](#)
Subject: Highway 275 project
Date: Tuesday, January 23, 2024 2:46:19 PM

Some people who received this message don't often get email from jddalexandercattle@gmail.com. [Learn why this is important](#)

Gentlemen,

My name is Josh Alexander. I am the secondary owner of Alexander Cattle & Farms in Pilger, and the son of JD Alexander. I know he has recently reached out to you both, and I also wanted to let you know my feelings on the 275 project.

I am also fully in support of the highway expansion to help increase safe, and logistical productivity to the economy of northeast Nebraska as a whole. But, in an email and conversations I know you have received from my father, I'm not in favor of fully expanding/extra widening of the drainage ditch around the junctions of the highway 15 corridor. Over the course of the years, we now contain and control the majority of the water that used to run through that drainage area. With the addition of our lagoon and containment facilities, the water from the surrounding northern acres are controlled, contained, and distributed well via center pivot irrigation on our property on the north side of 275. We have also extensively tiled and managed the ground south of 275 that we own. By widening for drainage, it will be very costly and timely for both us, and the state.

I am also the father of 3 children who travel highway 275 most days to Wisner for school or activities. I feel there are some safety issues that need to be addressed, especially for those youths that are new to driving, with increased risk of crossing lanes, and higher traffic flow.

Both my father and I look forward to visiting with engineers to help make the new highway project the best possible version, with the least amount of change and cost to ourselves and the public.

Thank you for your time and look forward to hearing from you on the matter.

Josh Alexander
Alexander Cattle & Farms
57555 841 1/2 Rd
Pilger, NE 68768
402-649-0080



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Josh Alexander
57555 841 1/2 Rd
Pilger, NE 68768



Jim Pillen, Governor

April 1, 2024

NDOT Project:
S-275-6(1052) US-275 Norfolk – Wisner; C.N. 32319

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the proposed projects on U.S. Highway 275 (US-275) from Norfolk to Wisner.

In response to your comments about impacts, if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. These discussions will include specific property impacts such as tile lines, center pivots, reservoirs and lift stations, electricity service and drainage areas.

In response to your comments on traffic safety, the proposed design provides several improvements, particularly at intersections. Left-turn lanes will be provided at the US-275 intersections with Nebraska Highway 15 (N-15), Nebraska Highway 51 (N-51), and 21st Street in Wisner, which will allow those turns to occur without blocking through lanes. Offset right-turn lanes will be provided at the N-15 and 21st intersections on US-275 to allow right-turns without blocking through lanes and to improve sight distance for the approaches to those intersections. These features, in addition to wider medians that allow drivers to negotiate eastbound and westbound US-275 separately, will result in an improved facility, particularly near Wisner-Pilger Schools.

We appreciate the feedback you provided. Thank you for your participation.

Sincerely,

Samantha Huebner
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
samantha.huebner@nebraska.gov
(402) 479-4303

Vicki Kramer, Director

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EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

Landowner and Stakeholder Meeting

Name	Contact Information (Optional)	
Please Print KEVIN DOMOGALLA	Address 408 N 13th St City/Zip NORFOLK 68701	Phone Number 402-370-3470 Email Address KEVIN.DOMOGALLA@NEBRASKA.GOV
Please Print Khalil Jaber	Address 1500 PARKWAY City/Zip LINCOLN NE 68509	Phone Number 402-326-2382 Email Address Khalil.jaber@nebraska.gov
Please Print Vicki Kanner	Address 1300 Parker City/Zip Lincoln NE	Phone Number Email Address
Please Print Mick Sytsa	Address NDOT City/Zip	Phone Number Email Address 402-326-4601
Please Print Gary Kling	Address 568 Ave City/Zip Stanton NE	Phone Number 402-841-4986 Email Address
Please Print Dret Dertwistle	Address 83761 567 Ave City/Zip Stanton	Phone Number 402 920-0184 Email Address
Please Print Brad Maas	Address 83928 569 Ave City/Zip Stanton	Phone Number Email Address 402 640 2956
Please Print Randy Dertwisch	Address 57387 Hwy 275 City/Zip Pilger Ne 68768	Phone Number 402 649-0777 Email Address randy.dertwisch@ufarm.com

Name	Contact Information (Optional)	
Please Print Jim Stehman	Address 56687 842 Rd Stanton NE 68779 City/Zip	Phone Number 402-649-1744 Email Address
Please Print J. Scott Burtwistle	Address 404 6th Stanton, Ne. 68779 City/Zip	Phone Number 402-649-2790 Email Address
Please Print Sam Burtwistle	Address 84170-569 ave Stanton, ne 68779 City/Zip	Phone Number 402-649-9160 Email Address
Please Print Robert Lueninghoener	Address 84121-570 Ave Stanton NE. 68779 City/Zip	Phone Number 402-649-5207 Email Address
Please Print Kris Lueninghoener	Address 84121-570 Ave Stanton, NE 68779 City/Zip	Phone Number 402-649-8452 Email Address
Please Print Alan Hoehne	Address 84285 570 Ave STANTON Ne 68779 City/Zip	Phone Number 402 439 5174 Email Address
Please Print Kim Hoehne	Address 84285 570 Ave Stanton NE 68779 City/Zip	Phone Number 402-439-5174 Email Address
Please Print Mark Mekher	Address 84216 569 Ave Stanton NE 68779 City/Zip	Phone Number 402 750-0139 Email Address CISCO@Stanton.net

Name	Contact Information (Optional)	
Please Print Ryan Kruger	Address 84148 569 ave City/Zip Stanton NE 68779	Phone Number 402-841-9354 Email Address rkruger26@gmail.com
Please Print Mike Herbolstein	Address 84228 570 AVE City/Zip Stanton NE. 68779	Phone Number 402-439-5137 Email Address
Please Print	Address City/Zip	Phone Number Email Address
Please Print	Address City/Zip	Phone Number Email Address
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Please Print	Address City/Zip	Phone Number Email Address
Please Print	Address City/Zip	Phone Number Email Address
Please Print	Address City/Zip	Phone Number Email Address

Aerial Map



Boundary Center: 42° 1' 10.03, -97° 7' 39.79

0ft 6217ft 12433ft



Maps Provided By:



© AgriData, Inc. 2023

www.AgriDataInc.com

Field borders provided by Farm Service Agency as of 5/21/2008.

30-24N-3E
Stanton County
Nebraska



1/16/2024

~ = No Road

X = MMR

O = Low ton or bad bridge

NEBRASKA

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DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

January 29, 2024

Subject: Update on Design Modifications for Norfolk to Wisner US-275 Expressway Projects

Dear Attendees:

I want to extend my sincere gratitude to all attendees of the Public Hearing on December 21st, 2023, and those who participated in further discussions at the NDOT District Office in Norfolk on January 16th, 2024.

Your valuable public comments regarding the design of the proposed expressway projects, known as Norfolk to Wisner on US-275, have been carefully considered. The focus of the discussions centered on the proposed Restricted Crossing U-Turn Intersections (R-CUTs) at four county road intersections, providing a crucial platform for public input into our highway projects.

Following the Public Hearing, we undertook a comprehensive review of your concerns regarding turning movements along the county road intersections. On January 16th, my engineering team informed you that modifications have been made to the turning movements at the two furthest west intersections, specifically County Roads 568 Ave and 569 Ave. This modification effectively eliminates the previously proposed R-CUT movements at these two intersections.

However, it was determined that the median width at the next two intersections, County Road 570 Ave and 571 Ave, is too narrow, making it unsuitable for a similar modification. To address this, I directed my design team to evaluate a wider median at these two intersections. Although additional land acquisition and minor resources impact are still anticipated, the design team concluded that such modification is acceptable.

As these adjustments are implemented, we are committed to keeping you informed of the progress and outcomes. Additionally, a public mailer will be sent to inform the broader public about these design modifications and the removal of R-CUTs presented at the public hearing.

Your active participation in these meetings is invaluable, and we appreciate your contribution to shaping the future of our highways.

Sincerely,

Vicki Kramer
Director

Vicki Kramer, Director

Department of Transportation

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Lincoln, NE 68509-4759

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Lincoln, NE 68502

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Design Modification Update Letter

April 1, 2024



Jim Pillen, Governor

LATINO AMERICAN COMMISSION
SIXTH FLOOR, STATE CAPITOL
PO BOX 94965
LINCOLN NE 68509-4695

NDOT Project: **S-275-6(1052) Norfolk - Wisner; C.N. 32319**

Dear Stakeholder:

Enclosed is information concerning the proposed federal-aid transportation improvement project on US Highway 275 (US-275) located in Stanton and Cuming counties.

The Nebraska Department of Transportation (NDOT) is planning to improve approximately 16 miles of US-275. The improvements would expand the existing two-lane highway to a four-lane expressway by constructing a new, parallel two-lane roadway, including drainage structures, adjacent to the existing US-275. The existing two lanes of US-275 would be resurfaced and bridges would be repaired or replaced as needed.

After receiving feedback from attendees of the public hearing and other stakeholders, NDOT reevaluated the county road intersections with proposed restricted turning movements (often referred to as J turns) to determine if full access could be provided. Following this reevaluation, NDOT has made modifications to the proposed design, including widening the median to provide greater sight distance, to allow full access at each intersection. These modifications will provide safe access to the road network and maintain the same level of service and functionality as the original design. As a result of these design changes, the previously proposed restricted turning movements or J turns from approximately mile marker (MM) 87 to MM 91—from 568th to 571st Avenues—have been removed. Updated information and/or mosaics will be made available on the NDOT website at ndot.info/32319. Additional details and analysis concerning this modification will be documented in the Final Environmental Assessment which will be made available later this year.

Any questions or comments regarding this project should be submitted to: Samantha Huebner, Public Involvement Specialist, Nebraska Department of Transportation, PO Box 94759, Lincoln, NE 68509-4759; samantha.huebner@nebraska.gov; (402) 479-4303. For further information, contact Kevin Domogalla, NDOT District 3 Engineer, (402) 370-3470, kevin.domogalla@nebraska.gov. Additional information regarding the project may also be found by visiting the NDOT website at ndot.info/32319.

NDOT has worked to develop this project to minimize inconvenience and hardships. We are dedicated to improving Nebraska's highway system and with your help we can achieve this goal.

Sincerely,

Samantha Huebner
NDOT Public Involvement Specialist
(402) 479-4303
samantha.huebner@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

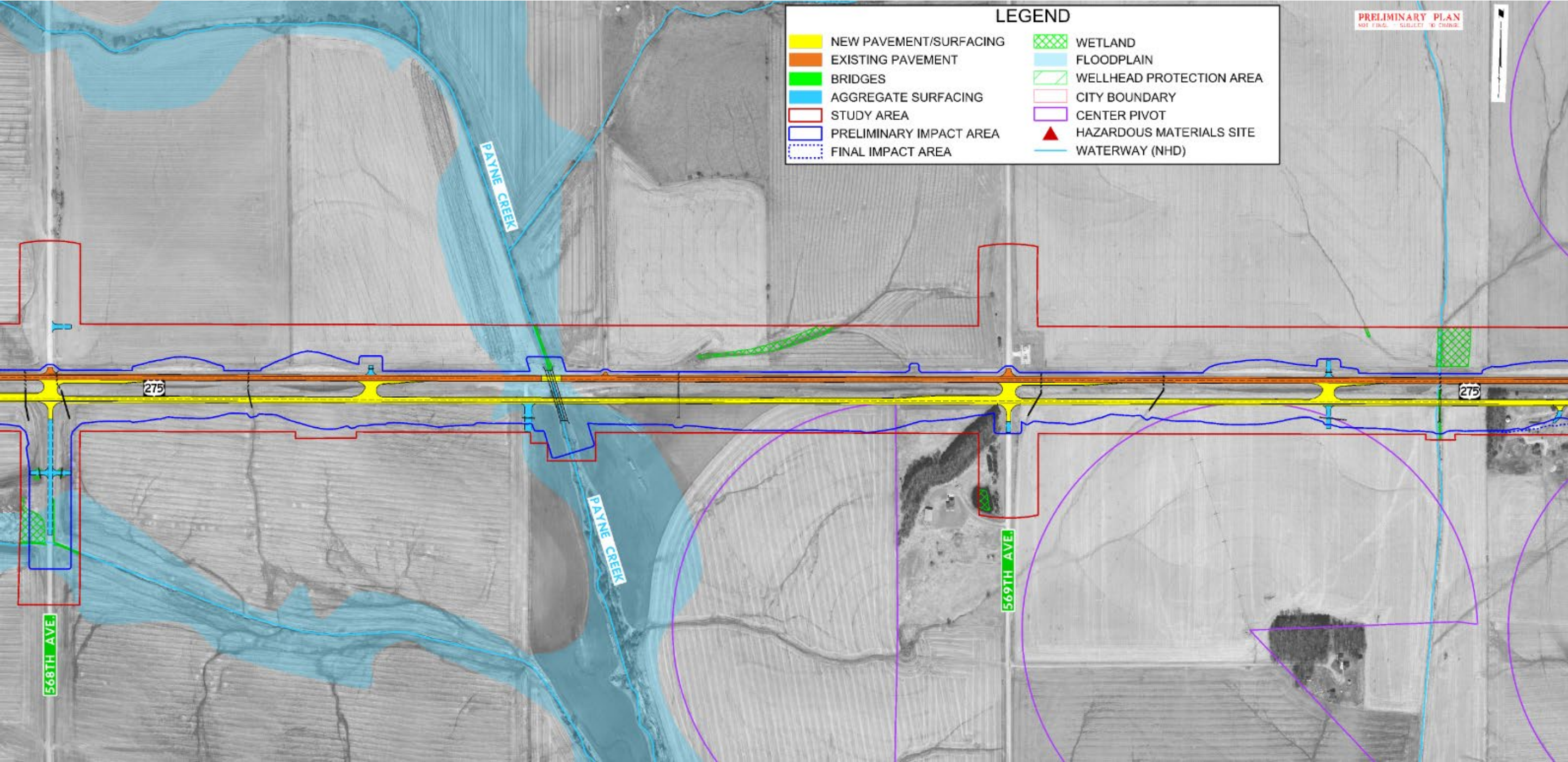
1500 Nebraska Parkway
Lincoln, NE 68502

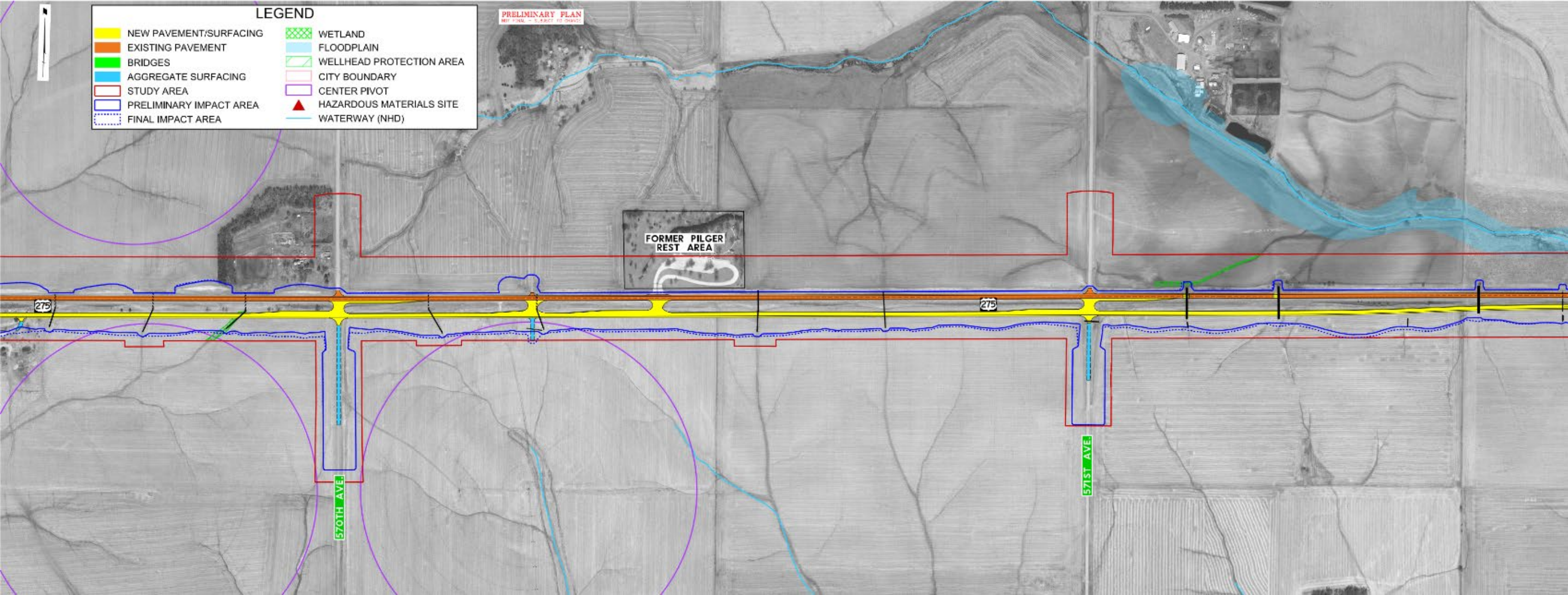
PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

Updated Scroll Maps





On-Site Landowner Meeting



Meeting Minutes

Project: N-57 – East Jct. N-15, CN 32319A, 275-6(149)

Subject: ROW Stakeholder Meeting (Tracts 56 and 57)

Date: Wednesday, April 17, 2024

Location: Project Site / J.D. Alexander's Office

Attendees: See Separate Sign-in Sheet.

1. On-Site Review

- Meeting attendees met on site near the existing box culvert at Station 551+00, S275 09561.
- JD Alexander noted that his land includes the quarter section on the north side of US-275, a quarter section on the south side, and a smaller parcel on the south side as well.
- Alexander Cattle has a large feed lot operation north of US-275.
- About 20 years ago they dammed the channel through the feed lot that feeds S275 09561. Since then, there is very little flow that actually gets to the box culvert.
- HDR performed a visual site assessment of the box culvert. The day before this meeting there was approximately 4" to 5" of rain in this area. The box culvert barrels appeared to be mostly dry, which would corroborate the landowner's statement. Additionally, high water marks inside the culvert barrels were fairly low, approximately 1' above the silted in flowline.

2. Office Discussion

- Due to extremely windy conditions, we moved the meeting to J.D. Alexander's office off of N-15.
- Alexander questioned why the median is being widened to 200' at his property. Based on the information he discussed at the on-site visit, the existing channel on the south side of US-275 does not carry that much water.
- Alexander noted that they are in favor of the expressway project, but not the 200' median. They have been following the project closely and are aware that the RCUTs were removed further west in favor of traditional intersections. He would like NDOT to listen to his concerns here as well.
- Steve gave some background on the determination for the median widening, the regulatory agencies partnered on the project, and the permitting process so the project can get constructed.
- Steve stated that FHWA and USACE are partnering agencies. To get the project permitted, three typical measures looked at are avoidance, minimization, and mitigation. For this project, the determination was made for avoidance of the existing channel. The

proposed eastbound lanes are designed to go around the channel on the south side, with room to reconstruct the westbound lanes south of the channel in a future project.

- Alexander also expressed concern about what will happen with drainage on and adjacent to their property if the project gets constructed as designed. They currently have a significant amount of drain tile in the field on the south side of the highway (Tract 57). The drain tile leads to a 60" sump pit near Station 563+00, 200' RT, which then outlets to a ditch on their property that leads north to the US-275 ditch. They presented a schematic showing the existing drain tile. See the separate document attached to these notes.
- HDR gave an overview of the proposed design in this area. With the proposed eastbound lanes construction, ditches would be graded on the left and right sides. A new ditch on the south side of the eastbound lanes would head eastward to Station 615+00, where it would make a hard right turn to the outfall that leads to the Elkhorn River. The sump location near Station 563+00 was also taken into account with the proposed roadway ditch profile. For a relocated sump, it would be able to drain to the new roadway ditch and head eastward.
- Alexander is concerned about the costs associated with relocation of their drain tile, sump pit, and center pivot.
- NDOT ROW gave an overview of the process for appraisals and damages assessed to impacted property. The landowner will be paid damages for their impacted facilities, and they would remediate on their own utilizing the damages paid by the State.
- Alexander noted that during roadway construction, they will still need to maintain a drainage path from their sump pit (either existing or the proposed relocated pit) to the roadway drainage.
- NDOT and HDR responded that although contractor means and methods are not typically mandated, the plans can state that drainage must be maintained at all times.
- Alexander asked if staking could be completed for the project LOCS or proposed ROW so they can start determining where to relocate their drain tile and sump. They would like staking to be completed in fall 2024 after harvest is completed.
- NDOT asked Alexander to contact them later this year when they would like the staking completed.

Sign-in Sheet

COMPUTER: CV\FPT3

DATE: 16-APR-2024 13:58

FILE: 32319A Exhibit for JD Alexander.dgn



EX. 1

Project Number
275-6(149)

C.N. 32319A

200' MEDIAN DRAINAGE OVERVIEW
AERIAL EXHIBIT

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

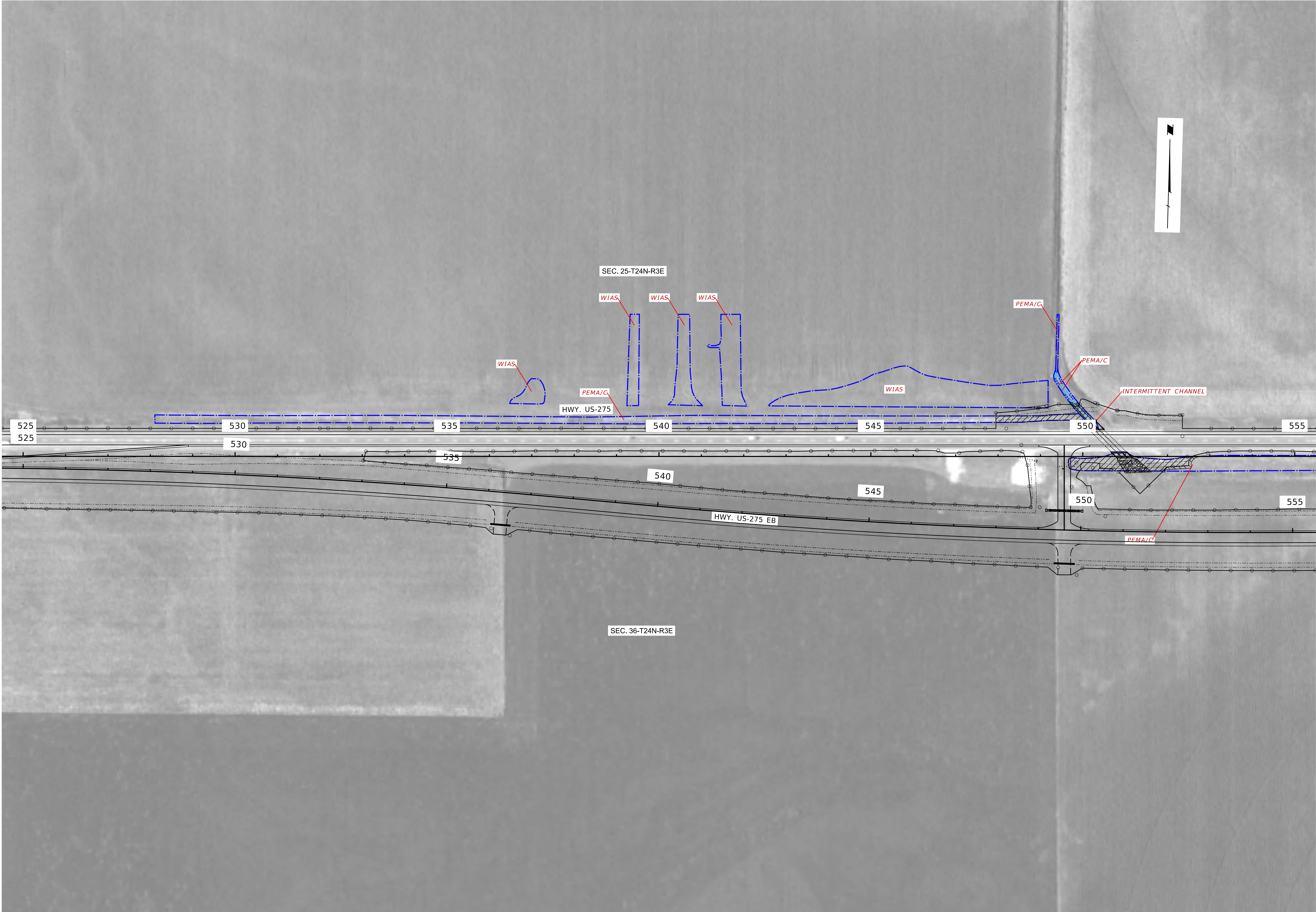
Roadway
Design
Division

★ NOT FINAL ★
**PRELIMINARY
PLAN**
SUBJECT TO CHANGE

COMPUTER: 2TK3470BTJ

DATE: 16-APR-2024 12:00

FILE: 32319A Sheets Enviro.dgn



E17

Project Number
275-6(149)

C.N. 32319A

DATE: 2022
FLIGHT: NAIP

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB - IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS
- SEN — SENSITIVE AREA
- TRAIL — SENSITIVE TRAIL

ENVIRONMENTAL

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

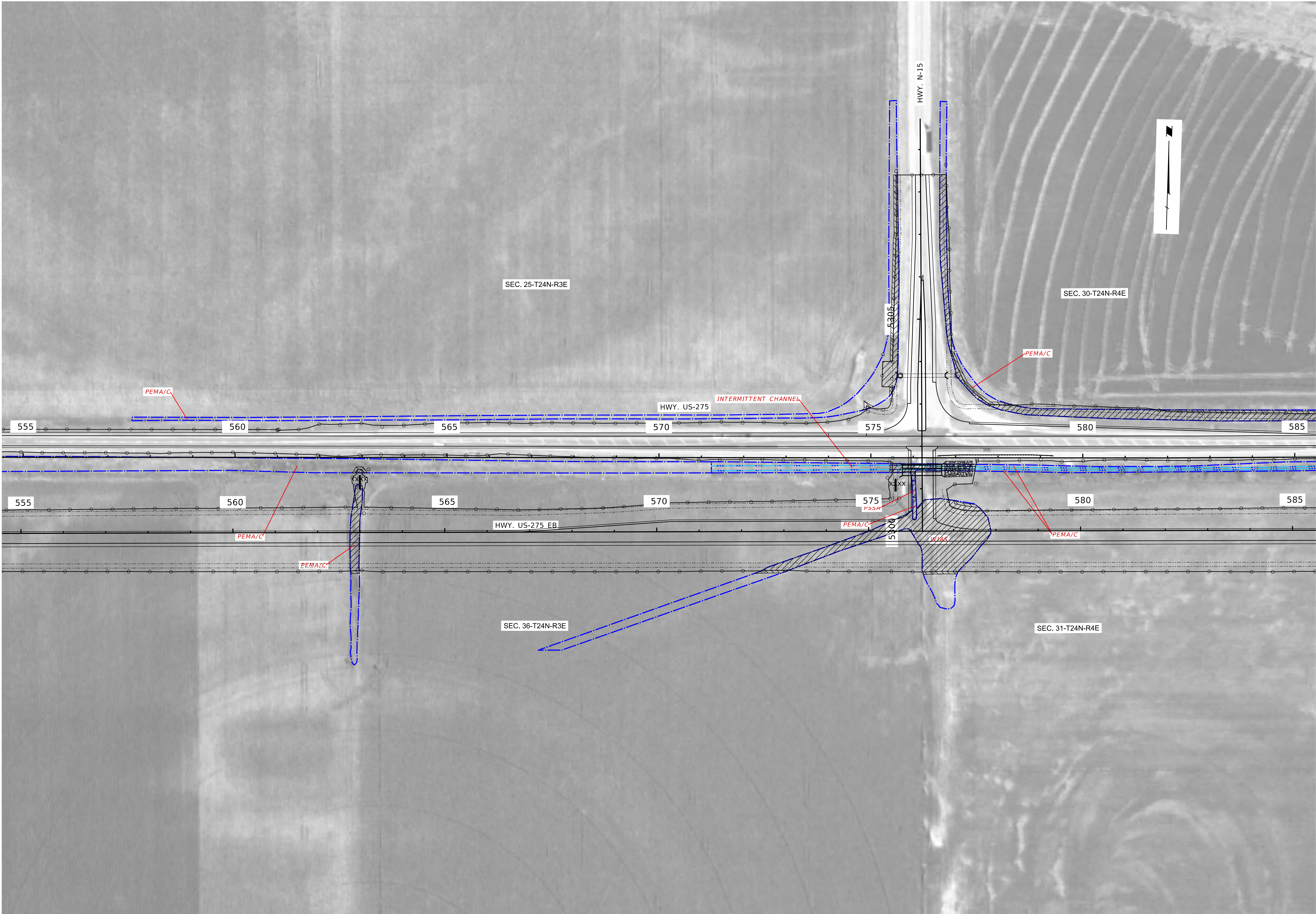
Roadway
Design
Division

★ NOT FINAL ★
PRELIMINARY
PLAN
SUBJECT TO CHANGE

COMPUTER: 2TK3470BTJ

DATE: 16-APR-2024 12:00

FILE: 32319A_Sheets_Enviro.dgn



E18

Project Number
275-6(149)

C.N. 32319A

DATE: 2022
FLIGHT: NAIP

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB - IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS
- SEN — SENSITIVE AREA
- TRAIL — SENSITIVE TRAIL

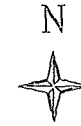
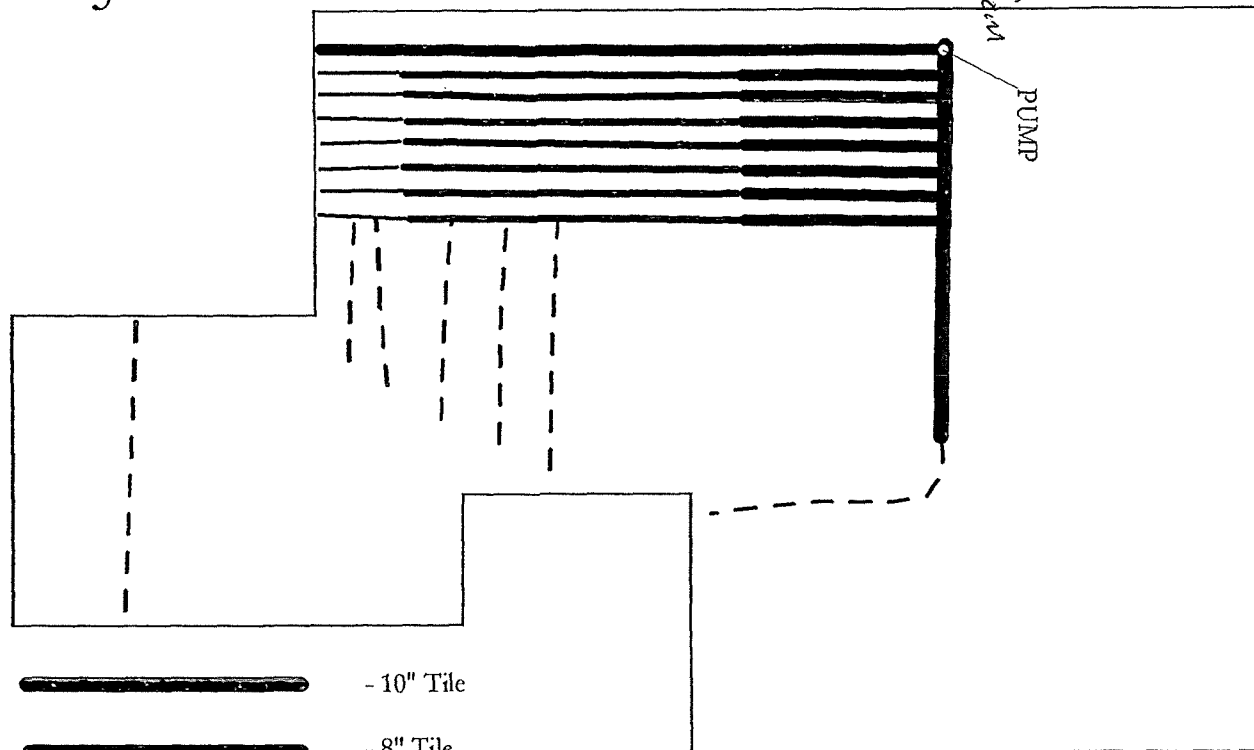
ENVIRONMENTAL

NEBRASKA
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Roadway
Design
Division

★ NOT FINAL ★
PRELIMINARY
PLAN
SUBJECT TO CHANGE

B&J Construction



-  - 10" Tile
-  - 8" Tile
-  - 6" Tile
-  - 5" Tile
-  - 6" Sock Tile

1" = 800'

Environmental Justice Memo



To: File
From: HDR
Date: 25 October 2023
RE: Environmental Justice and Limited English Proficiency Analysis, 32319, S-275-6(1052),
Norfolk - Wisner

Environmental Justice and Limited English Proficiency Analysis, 32319, S-275-6(1052), Norfolk - Wisner

1 Environmental Justice Regulatory Background and Overview of Methodology

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, was signed on February 11, 1994, and requires that, to the extent practicable and permitted by law, low-income or minority populations must not be subject to disproportionately high and adverse human health or environmental effects as a result of a proposed project. Federal agencies must take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of low-income and minority populations. Also, representatives of any low-income or minority populations in the community that may be affected by a project must be given the opportunity to be included in the impact assessment and public involvement process.

On June 14, 2012, Federal Highway Administration (FHWA) issued Order 6640.23A, *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, which established policies and procedures for the FHWA and state transportation agencies to use in complying with Executive Order 12898. The Order provided definitions for multiple terms and concepts applicable to this analysis.

Adverse Effects are defined as “the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of human-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of FHWA programs, policies, or activities.”

A Disproportionately High and Adverse Effect to Low-Income and Minority Populations is defined as an adverse effect that:

1. is predominately borne by a minority population and/or a low-income population;
OR
2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

Minority is defined as a person who is:

1. Black: a person having origins in any of the black racial groups of Africa;
2. Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
3. Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;
4. American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition;
OR
5. Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

A Low-Income person is defined as a person whose median household income is at or below the federal poverty threshold as defined by the Census Bureau. The federal poverty threshold is used for calculating all official poverty population statistics and are updated annually by the Census Bureau.

A Minority Population is defined as any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

A Low-Income population is defined as any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

In a December 16, 2011, memorandum titled *Guidance on Environmental Justice and NEPA*, the FHWA laid out a basic methodology for performing Environmental Justice analysis. Nebraska Department of Transportation (NDOT) has adopted an Environmental Justice methodology which follows the basic framework of the 2011 memorandum, but expands upon a few vague or undefined concepts. The methodology described in the following bullets was developed by NDOT in coordination with FHWA and was used to analyze demographic information from the US Census to identify both minority and

low-income populations for the US 275 area of affect shown in the attached map. An abbreviated overview of NDOT Environmental Justice methodology is as follows:

1. Using localized census data and other relevant information sources, data is gathered and readily identifiable groups or clusters of minority or low-income persons in the EJ study area are listed. Small clusters or dispersed populations are not overlooked. Study area data is also compared with the data of larger, identifiable areas (census tracts, cities, counties, NDOT districts, etc.) to determine the proportion of minority and low-income persons present in the study area. If the project or any detour routes are entirely within a city, the localized data is compared to the city. If the project or any detour routes are wholly or partially outside of a city, the localized data is compared to the county.
2. Minority and low-income populations are identified where:
 - (a) A readily identifiable group or cluster of minority or low-income persons is located in the EJ study area (for example, a low-income housing complex, or a workplace of mostly minority persons); OR
 - (b) The minority or low-income population of the study area exceeds 50 percent; OR
 - (c) The minority or low-income population percentage of the affected area is *meaningfully greater* than the minority population percentage in the general population or other appropriate unit of geographic analysis. The *meaningfully greater* standard is fact-dependent and requires professional judgment, but in most cases *meaningfully greater* is approximately 6 to 8 percent or above.
3. If minority and/or low-income populations are not present in the EJ study area, the analysis is concluded.
4. If minority and/or low-income populations are present in the EJ study area, potential disproportionately high and adverse effects of the proposed project are examined. If none are identified, the analysis is concluded.
5. If minority and/or low-income populations are present in the EJ study area, and potential disproportionately high and adverse effects of the proposed project have been identified, proposed mitigation will be considered. Commonly, the application of effective mitigation techniques can reduce or eliminate adverse effects that might otherwise fall disproportionately upon minority and low-income populations.
6. Finally, the analysis concludes with a determination that the proposed project either will or will not result in disproportionately high and adverse effects to minority and low-income populations.

Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency*, signed August 11, 2000, requires federal agencies to improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, have limited

English proficiency (LEP). Each Federal agency shall examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services consistent with, and without unduly burdening, the fundamental mission of the agency. Individuals who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English are considered to have limited English proficiency. According to US Department of Transportation (DOT) Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons published in the Federal Register December 14, 2005, populations likely to include LEP persons who are served or encountered by DOT programs or projects and should be considered when planning language services include, but are not limited to, persons living in areas affected or potentially affected by transportation projects. NDOT has adopted the following methodology to identify LEP in the project area and the potential need for language assistance:

- Use US Census and other data to determine the languages spoken in and around the project location, including along a detour route. The affected area considered might be larger or smaller depending on the project size, type, and location, but the analysis considers the language data of the block groups within US Census tracts where the project is situated and if applicable where the detour route is proposed, and the surrounding contiguous US Census tracts. The "affected area" is not simply the area directly impacted by the project, or the area within the physical limits of the project. Affected areas include those indirectly affected by transportation projects (for example, as a result of detours or increased traffic congestion). LEP persons will include all persons who speak a language other than English, and also speak English "Less Than Very Well," as defined by the American Community Survey. American Community Survey data breaks out LEP by Spanish, Other Indo-European languages, Asian, and "Other" Languages.
- If a language other than English is spoken in the affected area, and English is spoken less than very well by 5 percent or greater of the population, or 1,000 persons or greater for any one specific language, any written information released to the public will be translated into the appropriate language(s). This includes, for example, NEPA scoping letters, legal notices, door-to-door handouts, project information sheets, or comment forms. If appropriate, this information will make clear to the LEP persons that an interpreter will be available, free of cost, at a public meeting. NDOT will identify sources of media frequently used by LEP populations in an affected area (such as local or ethnic newspapers, radio stations, etc.) so that meeting notices can be included in those media notifications.
- If a language other than English is spoken in the affected area by 5 percent or greater of the population, but the number of LEP persons is less than 50, written information released to the public prior to the public meeting will include a block of text, translated into the applicable language(s), stating that LEP persons have the right to receive competent oral interpretation of those written materials, free of cost.

2 Project Location and Description

This project is 16.0 miles in length and is located on U.S. Highway 275 (US-275) in Stanton and Cuming Counties, starting 0.30 mile west of the junction of US-275 and Nebraska Highway 57 (N-57) and extending east to 0.25 mile southeast of the west corporate boundary of Wisner. Construction

may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

The improvements on this project consist of expanding the existing two-lane highway to a four-lane expressway by constructing a new, parallel, two-lane roadway on one side of the existing US-275 (called “2+2 Construction” by NDOT). In addition to mainline US-275 construction, the Project would improve US-275 tie-ins to Nebraska Highway 15 (N-15) at two locations and Nebraska Highway 51 (N-51) northwest of Wisner, along with various county roads. Additional work would consist of concrete repairs, culvert work, trench widening, removing and replacing pavement, bridge repairs, bridge replacement, lighting, and signing & striping. Grading would be required for the entire length of this project.

There are eight bridge-sized structures located along the project. These structures cross: a tributary of Payne Creek (Structure Number S275 08742), Payne Creek (Structure Number S275 08860), Humbug Creek (Structure Number S275 09309), three tributaries of the Elkhorn River (Structure Numbers S275 09504, S275 09508, S275 10009), a tributary of Sand Creek (Structure Number S275 09644), and Sand Creek (Structure Number S275 09803). The structures would be extended, replaced, or used in place as determined at the Plan-In-Hand. A grade raise of the entire structure is anticipated at S275 08742 and S275 08860. Work would be required in the waterways of all the structures. The limits of pavement replacement would be determined by Roadway Design. Guardrail would be replaced.

This project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Some county roads would not be constructed under traffic. Traffic would be detoured utilizing adjacent county roads; work would not be required on those routes. Additional property rights would be required to build this project. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements. Details would be determined at the construction meeting.

3 Examination of Study Area Population: Census Data and Other Observations

The data on minority persons have been collected from the 2020 Census Redistricting Data, Table P2. The data on low-income and LEP persons have been compiled from 2016-2020 American Community Survey 5-year estimates, Table B17021 and Table B16004, respectively.

The Environmental Justice and LEP data for this project is as follows:

Geographic area name	Total	Black/ African American	American Indian/ Alaska Native	Asian	Native Hawaiian/ Pacific Islander	Hispanic/ Latino	Total Minority
Block Group 1, Census Tract 9621, Stanton County, Nebraska	760	0.0%	0.0%	0.4%	0.1%	5.5%	6.1%
Block Group 1, Census Tract 9622, Stanton County, Nebraska	1,490	0.6%	1.5%	0.2%	0.1%	8.7%	11.1%
Block Group 1, Census Tract 9727, Cuming County, Nebraska	1,590	0.1%	0.0%	0.0%	0.1%	6.5%	6.7%
Wisner city, Nebraska	1,239	0.1%	0.0%	0.0%	0.2%	6.9%	7.2%
Cuming County, Nebraska	9,013	0.2%	0.3%	0.2%	0.1%	12.3%	13.2%
Stanton County, Nebraska	5,842	0.4%	0.5%	0.3%	0.1%	6.0%	7.3%
Nebraska	1,961,504	4.8%	0.8%	2.7%	0.1%	12.0%	20.3%

Data on minority persons collected from 2020 Redistricting Data, Table P2.

Geographic area name	Total	Income in the past 12 months below poverty level	Project / Detour
Block Group 1, Census Tract 9621, Stanton County, Nebraska	848	8.0%	Project Only
Block Group 1, Census Tract 9622, Stanton County, Nebraska	1,367	10.3%	Project Only
Block Group 1, Census Tract 9727, Cuming County, Nebraska	1,648	5.1%	Project Only
Wisner city, Nebraska	1,321	5.9%	
Cuming County, Nebraska	8,721	4.9%	
Stanton County, Nebraska	5,881	6.2%	
Nebraska	1,869,467	10.4%	

Data on low-income persons collected from American Community Survey 2016-2020 5-Year Estimates, Table B17021

Geographic area name	Population age 5 and above	% of population age 5 and above that speak only English	Languages other than English spoken by 1,000 persons or more than 5% of the total population age 5 and above*
Block Group 1, Census Tract 9621, Stanton County, Nebraska	813	95.9%	None
Block Group 1, Census Tract 9622, Stanton County, Nebraska	1,233	92.2%	None
Block Group 1, Census Tract 9727, Cuming County, Nebraska	1,577	97.1%	None
Affected Area**	3,623	95.2%	Spanish - 2.6% (95) Indo-European - 0.0% (0) Asian - 0.0% (0) Other - 0.0% (0)

All data from American Community Survey 2016-2020 5-Year Estimates, Table B16004.

*These figures reflect the population of an area that speaks a language other than English, and also speaks English 'Less than Very Well', in percentage and number.

** Percentage and number of LEP individuals in the area affected by the project and detour areas.

Note: 'Other Indo-European languages' includes German, Italian, and French, etc. 'Other languages' includes Arabic, Hebrew, and Navajo, etc.

The project is located within Block Group 1, Census Tract 9621 and Block Group 1, Census Tract 9622, Stanton County, and Block Group 1, Census Tract 9727, Cuming County, Nebraska and within the city of Wisner (see attached map). The following table shows whether these block groups contain EJ populations based on the methodology contained in Section 1.

Geographic Area	Readily Identifiable Group or cluster of persons present?		Population of the study area exceed 50%		Population of the study area is meaningfully greater (6% or more higher than the State of Nebraska)		EJ population identified in the study area?
	Minority	Low Income	Minority	Low Income	Minority	Low Income	
Block Group 1, Census Tract 9621, Stanton County, Nebraska	No	No	No	No	No	No	No

Block Group 1, Census Tract 9622, Stanton County, Nebraska	No	No	No	No	No	No	No
Block Group 1, Census Tract 9727, Cuming County, Nebraska	No	No	No	No	No	No	No

The 2020 data for all block groups within the study area indicate percentages of minority persons that are not meaningfully greater than the corresponding percentages for Stanton and Cuming County. No minority populations are present under the methodology discussed in Section 1.

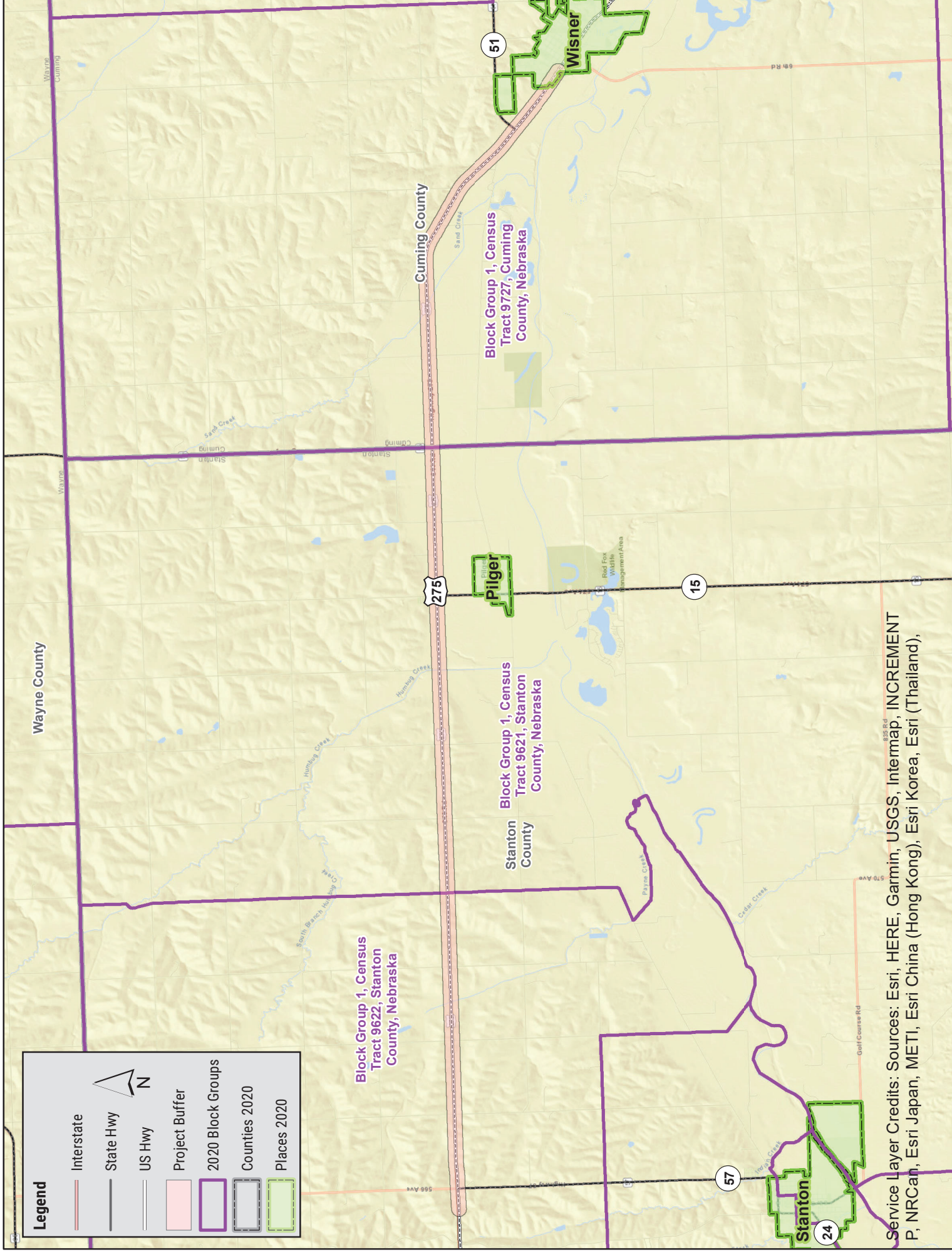
The 2016-2020 data for all block groups within the study area indicate percentages of low-income persons that are not meaningfully greater than the corresponding percentages for Stanton and Cuming Counties. No low-income populations are present under the methodology discussed in Section 1.

Considering the total population affected by the project, none of the data indicates the presence of an LEP population that reaches the NDOT LEP outreach triggers of 5 percent or 1,000 persons.

Minority and low-income populations are not present based on the methodology discussed in Section 1. There were no LEP language groups that meet NDOT's methodology requiring advance language accommodations. NDOT would provide language assistance should it be requested. An Environmental Justice and LEP analysis memorandum is not required.

**Baker,
Kimberly K**

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Baker, Kimberly K
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Appendix B

Agency Coordination



Meeting Notes

Project:	NWO-2019-00187-WEH – Norfolk to Wisner	
Subject:	404/401 Pre-Application/Filing Meeting	
Date:	Tuesday, February 20, 2024	
Location:	Virtual	
Attendees:	USACE: Dalton Decker, Jeremy Grauf NDEE: Dan Ross	NDOT: Jeff Hartman, Lauris Hollis, Ben Trenne HDR: Lisa Richardson, Dillon Dittmer, Carmen Modrcin

Project Information Links

[Project Website](#)

[Draft Environmental Assessment](#)

[DEA Appendices](#)

1. Introduction

a. Project History

- Lisa discussed the project background and previous agency engagement, starting in 2019 [summary available in Chapter 4 of the DEA linked above].
- Project is evaluated as an Environmental Assessment with FWHHA serving the role of lead federal agency.
- Expected FONSI in May 2024
- Public hearing was held in December with good participation and no comments regarding natural resources.
 - NDOT has made minor design changes to accommodate public comments related to access.
- NDOT is working towards a project letting fall of this year.

b. Purpose and Need

- Lisa highlighted the purpose and need from Chapter 1 of the DEA
- Project Purpose:
 - Fulfill the legislative intent to continue the development of the expressway system identified in the 1988 Nebraska Highway Needs Study.

- Improve regional connectivity in northeast Nebraska, including for commercial vehicles, by providing expressway connections with N-57, N-15, and N-51, while maintaining community access.
- Maximize the use and condition of existing transportation infrastructure and ROW to enhance the cost-effectiveness of the project.
- USACE was provided an opportunity to review Purpose and Need and Alternatives chapters prior to the EA being published. USACE had no comments at the time.

c. Project Description

- NDOT is proposing to expand approximately 16 miles of existing US-275 from a two-lane highway to a four-lane expressway between N-57 and Wisner, Nebraska.
- Construction Packages: For administrative purposes, the project has been divided into two construction packages (A & B):
 - Package A: This package extends from N-57 to the N-15 east junction. It is roughly twice as long as Package B. The final limits of construction are expected in early 2024, with NDOT planning on a fall 2024 letting.
 - Package B: This package extends from the N-15 east junction to Wisner. The design on this package is not as advanced, and letting is expected approximately one year after Package A.

2. Alternatives Considered and Proposed Design (Lisa)

a. Alternatives Considered

- Alternatives Analysis: The EA includes a detailed analysis of the project alternatives (Chapter 2.3: Alternatives Analysis and Alternatives Eliminated from Further Consideration). The alternative corridors were evaluated based on the following criteria:
 - Satisfaction of the overall project purpose and need.
 - Practicability, considering technology, logistics, and cost.
 - Potential resource impacts relative to other alternatives. Resources considered include wetlands, channels, floodplains, threatened and endangered species, structures, cultural resources, schools, Section 4(f) properties, hazardous materials, wells, center pivots, and other notable impacts such as feedlots and sewage lagoons.

b. Proposed Design

- NDOT is using a 2+2 strategy to add new lanes adjacent to the existing
 - The Preferred Alternative would expand the existing two-lane highway to a four-lane expressway by constructing a new, parallel, two-lane roadway south of the existing US-275, except between

575th Avenue in Stanton County and 2nd Road in Cuming County. The eastbound lanes would shift 150 feet to the south to avoid an intermittent channel feature in the south ditch of the existing roadway. The existing two lanes would be resurfaced and construction would include ancillary features such as drainage structures, and intersection improvements at the two N-15 intersections with US-275, the N-51 intersection with US-275 northwest of Wisner, and various county road intersections. The Project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices, thereby precluding the need for a detour.

3. Permitting

- a. Wetland Delineation occurred between 2019 and 2022, with two addendums to the original delineation ensuring all possible impacts were assessed. Total wetland and water resources delineated include:
 - 18.94 acres of Palustrine Emergent wetlands.
 - 24.75 acres of wetland in an agricultural setting (PEM wetland).
 - 0.47 acres of Palustrine Scrub/Shrub wetland.
 - 0.98 acres of Palustrine Forested wetland.
 - 1.42 acres of open water.
 - Stream channel features, many of which are channelized and showing degradation due to surrounding agricultural practices, include three unnamed ephemeral channels, ten unnamed intermittent channels, and four perennial channels (one unnamed, Payne Creek, Humbug Creek, and Sand Creek).
- b. Preliminary Impacts
 - Since publication of the DEA, NDOT has proceeded with design and has reduced wetland and stream impacts compared to the impacts shown in the DEA. The following are the impact numbers as of February 2024:
 - Wetland
 - 9.641 acres of permanent wetlands
 - 0.860 acres of temporary wetlands
 - Stream Permanent
 - 0.239 acres
 - 2,220 feet
 - Stream Temporary
 - 0.252 acres
 - 1,259 feet
- c. NeSCAP – NDOT has completed NeSCAP analysis for the project:
 - 27 Riparian Reaches were documented
 - Current Project Impact Units: +541.16

- With NDOT standard BMPs, seeding, slope grading, etc. a positive score was achieved with no stream mitigation.

d. Individual Permit

- The permit application includes hyperlinks and references to the associated EA to avoid redundancy. Sections of the IP include:
 - Intro & Background
 - Project Description
 - Applicant's Purpose and Need
 - Alternatives Analysis
 - WOUS Impact Avoidance and Minimization
 - NDOT has placed considerable emphasis on avoiding the unnamed parallel feature near the N-15 intersection with US-275 by widening from a 54' median to nearly 200' median, with the eastbound lanes shifted approximately 150' to the south.
 - Environmental Conditions and Impacts
 - The application includes a slight deviation from previous NDOT applications to reduce redundancy by including impact narrative in the impact table rather than a separate section.
 - Compensatory Mitigation
 - Short-term, Secondary, Cumulative Impacts
 - Adjacent Landowners
- USACE confirmed that they will adopt FHWA's agency concurrences associated with the EA to the greatest extent possible, specifically, they asked about the northern long-eared bat consultation. HDR confirmed that a DKey was completed in summer 2023.

e. Section 401 Water Quality Certification

- HDR reiterated the requirements of the recently updated NDEE 401 Certification Requirements and noted that project team expects to get all 401 WQ information to NDEE in order for NDEE to issue the WQC withing the USACE 120-day permit review.
- NDEE did not have any deviations from the guidance. However, NDEE noted that their office has had a minor reorganization and has newer staff reviewing WQC materials as a result.

f. Mitigation

- NDOT is proposing the Wiser Mitigation Site located southwest of Wisner along River Road. It's assumed that this site is Floodplain Depressional. The site is proposed as Advanced Permittee-Responsible Mitigation (APRM) to capture NDOT's remaining US-275 expressway projects, including Norfolk – Wisner (both A and B packages) and Wisner – West

Point North. USACE indicated that they cannot approve APRM mitigation for the Wisner – West Point North project without an application detailing the impacts of that project. Instead, NDOT should identify that they want to reserve the remainder of the mitigation site for future projects.

- Project Partitioning: NDOT asked if the site needs to be partitioned to show the area reserved for the Norfolk – Wisner project and the area reserved for future projects. USACE indicated that a ledger is sufficient, and the site does NOT need to be partitioned on a map. The ledger should state the impacts and proposed ratios associated with the Norfolk – Wisner project that would be fulfilled at the site. The ledger should clearly indicate what is being used and what would be potentially available for future use. USACE indicated that there would be no reference to the Wisner – West Point North project in the permit authorization.
- Mitigation Ratios: NDOT requested USACE input on mitigation ratios for the proposed impacts. USACE indicated that they are moving towards just using the Nebraska subclass (HGM model) for wetland functions to determine mitigation ratios and expects to publish general ratio guidelines in the future. The functional loss/gain would be determined using the Nebraska subclass for in-kind mitigation. USACE indicated that some out-of-kind impacts may require a higher ratio, for example, forested wetlands. The type of mitigation (restoration, preservation, etc.) would also affect the mitigation ratio. USACE is open to proposals but there are no hard/fast rules at this time. NDOT previously provided a mitigation memo with preliminary mitigation ratios to USACE prior to the site visit. NDOT will update this information in the final application materials.

g. Permit Requirements and Schedule

- NDOT is expecting to submit to USACE no later than April 1st.

Appendix C

Farmland



Memo

Date: February 20, 2024

Project: 32319: Norfolk – Wisner (S-275-6(1052))

Subject: Rationale for NRCS-CPA-106

The federal Farmland Protection Policy Act of 1981 (FPPA; 7 CFR 658) was enacted to minimize unnecessary conversion of farmland to other uses as a result of federal decisions. In addition, the FPPA states that federal programs should be compatible with state and local policies or programs that protect farmland. The Natural Resources Conservation Service (NRCS) oversees FPPA compliance. The NRCS-CPA-106 (Farmland Conversion Impact Rating For Corridor Type Projects) form is used to evaluate farmland impacts from federal projects. A separate CPA-106 form was completed for Stanton and Cuming County and the rationale for the applicant's responses for each county is detailed below.

Stanton County

Part III.

- A. Total Acres to be Converted Directly = acreage of farmland in the preliminary impact area – ~~243~~ 217 acres
- C. Total Acres in Corridor = acreage of farmland that would be converted directly or indirectly – ~~243~~ 217 acres

Part VI.

1. *How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?* (0 to 15 pts.)

Area in non-urban use within 1 mile of the centerline of the project was determined to be approximately 99%. This determination was made quantitatively based on a 1-mile buffer of the alignment compared to the latest census boundaries for cities (Pilger).

Points assigned: 15

2. *How much of the perimeter of the site borders on land in nonurban use* (0 to 10 pts.)

The perimeter of project is 50% non-urban use.

Points assigned: 5

3. *How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than 5 of the last 10 years?* (0 to 20 pts.)

Total area of farmland within the corridor is ~~243~~ 217 acres and 91% is being farmed.

Points assigned: 20

4. *Is the site subject to State or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?* (0 or 20 pts.)

Nebraska has no local or state protection programs specifically addressing conversion of Prime Farmland.

Points assigned: 0

5. *Are the farm units containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the NRCS field offices in each State. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.) (0 to 10 pts.)*

Average farm for Stanton County is 466 acres. The size of farmed parcels owned by the same entity and impacted by the Project ranges from 1 acre to 745 acres.

Points assigned: 2

6. *If the site is chosen for the project, how much of the remaining land on the farm will become nonfarmable because of interference with land patterns? (0 to 25 pts.)*

There would be no creation of non-farmable land with the project. No parcel of land would be inaccessible. All parcels adjacent to converted farmland would remain farmable.

Points assigned: 0

7. *Does the site have available adequate supply of farm support services and markets (i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets)? (0 to 5 pts.)*

Location has availability to all services.

Points assigned: 5

8. *Does the site have substantial and well-maintained on-farm investments, such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures? (0 to 20 pts.)*

25 of the 39 farms (defined as farmed parcels owned by the same entity) within and adjacent to the site have investments somewhere on the farm (beyond just the site). There are 16 farmsteads, outbuildings, and/or cattle operations, two terraces, 11 irrigation center pivots, and one reservoir within the affected farms. Most of these improvements are not within the site. There are eight pivots within the site, one grain silo, and one outbuilding. The portion of pivots within the site are the spray area and/or wheel tracks. These center pivots would need to be shortened by one to two wheel tracks. The irrigation wells or center pivot points within the site would not be impacted. Each farm was evaluated for improvements and given a score from 0 to 20 based on impacts on investments within the site but also considering impacts on the overall farm if the site impacts affected the operation of the remainder of the farm. The total score of farm investments was averaged across all the farms within the site. Due to the lack of on-farm investments physically within the site, the investments are considered moderate.

Points assigned: 10

9. *Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area? (0 to 25 pts.)*

There would not be a significant reduction in demand for support services if the 243 217 acres of farmland are converted to NDOT ROW. The 243 217 acres of farmland to be converted represents less than 1 percent of the 238,258 acres of farmland in Stanton County.

Points assigned: 0

10. *Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use? (0 to 10 pts.)*

Proposed project is fully compatible with existing agricultural use. Access to agricultural fields may be changed but will still be present following construction. The project would improve transportation and would benefit farmers in the Study Area. The project would not likely result in the conversion of surrounding farmland to nonagricultural use.

Points assigned: 0

Total Points assigned for Part VI: 57

Cuming County

Part III.

- A. Total Acres to be Converted Directly = acreage of farmland in the preliminary impact area – 111 acres
- D. Total Acres in Corridor = acreage of farmland that would be converted directly or indirectly – 111 acres

Part VI.

- 1. *How much land is in nonurban use within a radius of 1.0 mile from where the project is intended? (0 to 15 pts.)*

Area in non-urban use within 1 mile of the center the centerline of project was determined to be approximately 98%. This determination was made quantitatively based on a 1-mile buffer of the alignment compared to the latest census boundaries for cities (Wisner).

Points assigned: 15

- 2. *How much of the perimeter of the site borders on land in nonurban use (0 to 10 pts.)*

The perimeter of project was estimated at 50% non-urban use.

Points assigned: 5

- 3. *How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than 5 of the last 10 years? (0 to 20 pts.)*

Total area of farmland within the corridor is 111 acres and 94% is being farmed.

Points assigned: 20

- 4. *Is the site subject to State or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland? (0 or 20 pts.)*

Nebraska has no local or state protection programs specifically addressing conversion of Prime Farmland.

Points assigned: 0

5. *Are the farm units containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the NRCS field offices in each State. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.) (0 to 10 pts.)*

Average farm for Cuming County is 452 acres. The size of farmed parcels owned by the same entity and impacted by the Project ranges from 3 acres to 860 acres.

Points assigned: 4

6. *If the site is chosen for the project, how much of the remaining land on the farm will become nonfarmable because of interference with land patterns? (0 to 25 pts.)*

There would be no creation of non-farmable land with the project. No parcel of land would be inaccessible. All parcels adjacent to converted farmland would remain farmable.

Points assigned: 0

7. *Does the site have available adequate supply of farm support services and markets (i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets)? (0 to 5 pts.)*

Location has availability to all services.

Points assigned: 5

8. *Does the site have substantial and well-maintained on-farm investments, such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures? (0 to 20 pts.)*

9 of the 13 farms (defined as farmed parcels owned by the same entity) within and adjacent to the site have investments somewhere on the farm (beyond just the site). There are 8 farmsteads, outbuildings, and/or cattle operations and 7 irrigation center pivots within the affected farms. Most of these improvements are not within the site. There are four pivots within the site with the portion of pivots within the site being the spray area, wheel tracks, and/or irrigation wells. One center pivot would need to be shortened by one to two wheel tracks. Three irrigation wells or center pivot points would potentially need to be relocated. Each farm was evaluated for improvements and given a score from 0 to 20 based on impacts on investments within the site but also considering impacts on the overall farm if the site impacts affected the operation of the remainder of the farm. The total score of farm investments was averaged across all the farms within the site. Due to the lack of on-farm investments physically within the site, the investments are considered moderate.

Points assigned: 10

9. *Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area? (0 to 25 pts.)*

There would not be a significant reduction in demand for support services if the 91 acres of farmland are converted to NDOT ROW. The 91 acres of farmland to be converted represents less than 1 percent of the 383,286 acres of farmland in Cuming County.

Points assigned: 0

10. *Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use? (0 to 10 pts.)*

Proposed project is fully compatible with existing agricultural use. Access to agricultural fields may be changed but will still be present following construction. The project would improve transportation and would benefit farmers in the Study Area. The project would not likely result in the conversion of surrounding farmland to nonagricultural use.

Points assigned: 0

Total Points assigned for Part VI: 59

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 2/20/24	4. Sheet 1 of 2
1. Name of Project Norfolk - Wisner		5. Federal Agency Involved Federal Highway Administration	
2. Type of Project Expressway		6. County and State Stanton County, Nebraska	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐		4. Acres Irrigated Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	217			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	217			

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	15			
2. Perimeter in Nonurban Use	10	5			
3. Percent Of Corridor Being Farmed	20	20			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	2			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	10			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	57	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	57	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	57	0	0	0

1. Corridor Selected: A	2. Total Acres of Farmlands to be Converted by Project: 217	3. Date Of Selection: 2/20/24	4. Was A Local Site Assessment Used? YES ☐ NO ☒
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5. Reason For Selection:
Engineering considerations

Signature of Person Completing this Part: Carmen Modrcin, HDR	DATE 2/20/24
---	------------------------

NOTE: Complete a form for each segment with more than one Alternate Corridor

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 2/20/24	4. Sheet 1 of 2
1. Name of Project Norfolk - Wisner		5. Federal Agency Involved Federal Highway Administration	
2. Type of Project Expressway		6. County and State Cuming County, Nebraska	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐		4. Acres Irrigated Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	111			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	111			

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
1. Area in Nonurban Use	15	15			
2. Perimeter in Nonurban Use	10	5			
3. Percent Of Corridor Being Farmed	20	20			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	4			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	5			
8. On-Farm Investments	20	10			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	59	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	59	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	59	0	0	0

1. Corridor Selected: A	2. Total Acres of Farmlands to be Converted by Project: 111	3. Date Of Selection: 2/20/24	4. Was A Local Site Assessment Used? YES ☐ NO ☒
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5. Reason For Selection:
Engineering considerations

Signature of Person Completing this Part: Carmen Modrcin, HDR	DATE 2/20/24
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NOTE: Complete a form for each segment with more than one Alternate Corridor

Appendix D

Community Impact Assessment



Norfolk–Wisner Community Impact Assessment

Project Number: S-275-6(1052)
Control Number: 32319

February 2024

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



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1. Introduction

The National Environmental Policy Act of 1969 (NEPA) requires that federal agencies assess a proposed project's effects on the environment as part of the transportation decision making process. The environment includes not only the natural and physical environment, but also the human environment and the relationship between people and the environment. A community impact assessment (CIA) is a crucial component of the environmental review process because it considers how a proposed project may affect the people, institutions, neighborhoods, communities, organizations, and larger social and economic systems in the project's vicinity. This CIA is a part of the larger NEPA assessment and is a comprehensive evaluation of the proposed project's effects on the human environment in the defined study area. The analysis also considers minority and low-income populations and persons with limited English proficiency (LEP).

2. Methodology

The methodology used to determine the Project's impacts, benefits, and burdens on the community involve the following:

1. Reviewing the project information
2. Defining the study area
3. Collecting baseline data, including input received from the public
4. Preparing a community profile
5. Evaluating the impact of transportation improvements on community characteristics
6. Identifying measures to avoid, minimize, and mitigate community impacts

2.1 Project Information

The proposed US Highway 275 (US-275) Norfolk–Wisner Project (Project) would improve approximately 16 miles of US-275 in Stanton and Cuming Counties, Nebraska (see Figure 1). It would begin approximately 0.30 mile west of the US-275 and Nebraska Highway 57 (N-57) junction where the existing four-lane roadway ends. It would extend east and south to approximately the west end of Wisner, Nebraska, where it would tie into the existing US-275 four-lane roadway.

The improvements would expand the existing two-lane highway to a four-lane expressway by constructing a new, parallel, two-lane roadway (called 2+2 construction by NDOT) on one side of the existing US-275. A Restoration, Rehabilitation, and Resurfacing (3R) strategy would also be applied to the existing two lanes, including drainage structure upgrades. In addition to mainline US-275 construction, the Project would improve US-275 intersections with Nebraska Highway 15 (N-15) at two locations east of N-57 (south toward Pilger and north along the Stanton-Cuming County line), the US-275 intersection with Nebraska Highway 51 (N-51) northwest of Wisner, and various county road intersections. The Project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices and would not require a detour. Using the 2+2 construction method would allow the existing lanes to remain open during construction of the new lanes and the new lanes to be used during work on the existing lanes.

2.2 Study Area Definition and Data Collection

The CIA considers effects on adjacent and nearby communities that may be direct or indirect. The Project Study Area for direct construction impacts is bounded by an approximately 275-foot-wide corridor off the edge of pavement on US-275 and an approximately 150-foot-wide corridor off the edge of pavement at county roads. The Study Area for this CIA was determined to be the Census Tracts that the Project intersects. This area includes Census Tract 9622, Block Group 1, and Census Tract 9621, Block Group 1, in Stanton County and Census Tract 9727, Block Group 1, in Cuming County. The CIA Study Area also includes two communities: the village of Pilger in Stanton County (wholly contained within Stanton County, Census Tract 9621, Block Group 1) and the city of Wisner in Cuming County (wholly contained within Cuming County, Census Tract 9727, Block Group 1).

Demographic data used for this CIA analysis included the 2020 US Census and the 2016–2020 American Community Survey (ACS) 5-year Narrative Profiles. Data for the state of Nebraska, Stanton and Cuming Counties, and the City of Norfolk were included for comparison. When available, data was analyzed at the Census block group level. When data was unavailable at the block group level, Narrative Profiles on community characteristics for the next larger census geography level (census tract) were utilized.

The census tract and block group geography for the CIA Study Area is included in Figure 1.

3. Community Profile

This CIA considers the populations in the CIA Study Area as well as community characteristics, including, housing, income, employment and industry, tax base, and community resources (public services and facilities), as discussed in the following sections.

3.1 Population

Population in the CIA Study Area experienced a decrease between 2010 and 2020, reflecting the population migration from rural to urban areas in Nebraska, and across the country. The population in Pilger and Census Tract 9621, Block Group 1, had the largest decreases— 32 percent and 14 percent, respectively. In comparison, populations in Stanton and Cuming Counties decreased by 1 to 5 percent. The Nebraska’s population increased by 7 percent in that same time period. From 1970 to 2020, Cuming County, Pilger, and Wisner experienced a decrease in population of approximately 25, 49, and 6 percent, respectively. This is in contrast to an over 50 percent increase in population in Norfolk. Pilger experienced a larger population decrease than Stanton County as a whole. Between 2010 and 2020, Pilger experienced a nearly 27 percent higher rate of decrease, likely because of impacts from the twin tornadoes that hit the community in 2014. Populations in the CIA Study Area and demographics of those populations are summarized in Table 1.

Table 1. Population

Area	Population			Percent Population Change (± Population Change)			Average Age (Years)
	1970 ^a	2010	2020	1970–2010	1970–2020	2010–2020	2020
Nebraska	1,483,493	1,826,341	1,961,504	23.1%	32.2%	7.4%	36.6
Stanton County	5,758	6,129	5,842	6.4%	1.5%	-4.7%	40.2
Cuming County	12,034	9,139	9,013	-24.1%	-25.1%	-1.4%	40.9

Area	Population			Percent Population Change (± Population Change)			Average Age (Years)
	1970 ^a	2010	2020	1970–2010	1970–2020	2010–2020	2020
City of Norfolk	16,607	24,210	24,955	45.8%	50.3%	3.1%	35.6
Village of Pilger	470	352	240	-25.1%	-48.9%	-31.8%	46.7
City of Wisner	1,315	1,170	1,239	-11.0%	-5.8%	5.9%	33.1
Tract 9622, Block Group 1, Stanton County	-	1,471	1,490	-	-	1.3%	41.2
Tract 9621, Block Group 1, Stanton County	-	887	760	-	-	-14.3%	45.0
Tract 9727, Block Group 1, Cuming County	-	1,581	1,590	-	-	0.6%	35.2
CIA Study Area (Tract 9622, BG1, Tract 9621, BG1, Tract 9727, BG1)	-	3,939	3,840	-	-	-2.6%	40.5

Sources: US Census Bureau 1973, 2011, and 2020a, b, c, d, e, f, g.

^a Block group data were not available in the 1970 census.

The average (median) age of the population in the CIA Study Area is 40.5 years (US Census Bureau 2020b). The average age in the CIA Study Area is higher than the average age for the state of Nebraska (36.6) and nearby city of Norfolk (35.6).

Environmental justice (EJ) populations are a group of people that meet the criteria for low-income or minority status under the NDOT methodology for identifying EJ populations that was developed in coordination with FHWA. This methodology evaluates population data from the Census to analyze whether the percentage of the minority or low-income population is “meaningfully greater” than a larger reference geography. As an example, this would usually mean the percentage of the minority group for a specific block group is compared to the same minority group for the county. The term “meaningfully greater” is usually 6–8 percent higher. A population can be identified as an EJ population if the meaningfully greater threshold is met for minority, income level, or both. NDOT's typical presence/absence analysis was completed for the project area and did not identify any environmental justice populations. The population in the CIA Study Area is primarily white, with small populations of other races spread across the CIA Study Area as shown in Table 2.

Table 2. Demographics

Geographic Area Name	Total	White (%)	Black / African American (%)	American Indian / Alaska Native (%)	Asian (%)	Native Hawaiian / Pacific Islander (%)	Hispanic / Latino (%)	Some Other Race (%)	Two or more Races (%)	Total Minority (%)
Block Group 1, Census Tract 9621, Stanton County, Nebraska	760	92.2	0.0	0.0	0.4	0.1	5.5	0.0	1.7	6.1
Block Group 1, Census Tract 9622, Stanton County, Nebraska	1,490	85.4	0.6	1.5	0.2	0.1	8.7	0.2	3.3	11.1
Block Group 1, Census Tract 9727, Cuming County, Nebraska	1,590	89.7	0.1	0.0	0.0	0.1	6.5	0.3	3.4	6.7
Wisner city, Nebraska	1,239	88.5	0.1	0.0	0.0	0.2	6.9	0.2	4.2	7.2
Cuming County, Nebraska	9,013	84.7	0.2	0.3	0.2	0.1	12.3	0.3	1.8	13.2
Stanton County, Nebraska	5,842	89.3	0.4	0.5	0.3	0.1	6.0	0.2	3.3	7.3
Nebraska	1,961,504	75.7	4.8	0.8	2.7	0.1	12.0	0.3	3.7	20.3

Source: US Census Bureau 2020h.

3.2 Housing

Households and Families

From 2016 to 2020, there were 3,406 households in Census Tract 9727, in Cuming County, and Census Tracts 9622 and 9621, in Stanton County, Nebraska (CIA Census Tracts). The average household size averages between 2.23 and 2.44 people, indicating homes with families present. This is consistent with the Nebraska average household size of 2.44, but it is lower than the US average household size of 2.6 people.

When considering the makeup of these families, it is noted that married-couple or cohabitating households made up the majority of households. In the CIA Census Tracts, female householders with no spouse or partner present were 15.8–20.9 percent of all households, while 16.7–25.8 percent of households were male householders with no spouse or partner present. Based on the average household size in the area, it is likely that some of these female and male led households may also have children present. In CIA Census Tract households where grandparents lived with grandchildren under 18 years old, 50.0–76.2 percent of those grandparents were responsible for the basic needs of their grandchildren. This is considerably higher than the Nebraska average of 35.5 percent.

In 2016–2020, the median property value for Census Tract 9727, in Cuming County, and Census Tracts 9622 and 9621, in Stanton County, ranged from \$125,600 to \$141,700.

The housing inventory within Census Tract 9727, in Cuming County, and Census Tracts 9622 and 9621, in Stanton County, is included in Table 3. The majority of homes in the CIA Census Tracts are single family structures. Multi-family structures and mobile homes make up less than 10 percent of the available housing inventory.

Table 3. Households

Area	Number of Households	Average Household Size	Percent of Housing by Type			
			Single Family Structures	Multi-Family Structures	Mobile Homes	Boat, Van, RV, Etc.
Census Tract 9622, Stanton County, Nebraska	1818	2.44	85.9%	8.0%	6.1%	0.0%
Census Tract 9621, Stanton County, Nebraska	612	2.38	90.0%	2.3%	6.6%	1.1%
Census Tract 9727, Cuming County, Nebraska	1174	2.23	92.0%	4.8%	3.2%	0.0%

Sources: US Census Bureau 2020c, d, e, f, g.

Homeownership and Tenancy

Of owner-occupied households in the CIA Census Tracts, 42.4–67.1 percent owned their home “free and clear” of a mortgage or loan. This is above the Nebraska average of 40.6 percent and well above the national average of 37.9 percent. The median monthly housing costs for this group of owner-occupied housing units was \$449–\$478 per month. The balance of owner-occupied dwelling units (between 32.9 and 57.6 percent) had a mortgage on the home they occupied. The median monthly housing costs for this group ranged from \$1,113 to \$1,248 per month.

For renter-occupied houses, the median gross rent in CIA Census Tracts ranged from \$594 to \$797. Gross rent includes the monthly contract rent and any monthly payments made for electricity, gas, water, sewer, and any other fuels to heat the house.

Households that pay 30 percent or more of their income on housing costs are considered cost-burdened. In 2016–2020, cost-burdened households in the CIA Census Tracts included 18.8–29.8 percent of owners with a mortgage, 7.0–8.5 percent of owners without a mortgage, and 23.8–30.8 percent of renters.

Tenancy within the area is reflective of an established, cohesive rural community. Of those surveyed, 89–97 percent had lived in their existing home for at least a year. Of those that had moved, most were relocating to homes within the same county.

3.3 Income and Employment

Income

The median income in Census Tract 9727, in Cuming County, and Census Tracts 9622 and 9621, in Stanton County, was approximately \$64,723, which is consistent with the United States median household income of \$64,994 and higher than the Nebraska median household income of \$63,015. Between 2.5 and 6.5 percent of households had an income of less than \$10,000 per year. Median earnings for year-round workers in these census tracts ranged between \$62,000 and \$67,803. Over 80 percent of households received earnings, while an estimated 30 percent of households received social security, and an estimated 15 percent of households received retirement income other than Social Security. Less than 5 percent of households received governmental safety net assistance in the form of Supplemental Security Income or Cash Public Assistance. The average Social Security income was \$19,661. It should be noted that these income sources are not mutually exclusive, meaning that households may have multiple income sources.

Poverty Status

In Nebraska, 10.4 percent of people live below the poverty level, with 8.1 percent of households receiving Supplemental Nutrition Assistance Program (SNAP) benefits. In Census Tract 9727, Cuming County, and Census Tracts 9622 and 9621, Stanton County, these rates were considerably lower with less than 6 percent of people living below the poverty level and households receiving SNAP benefits ranging between 2.5 and 5.6 percent.

Table 4. Income

Area	Median Household Income	Income Sources				
		Earnings	Social Security	Retirement	Supplemental Security Income	Cash Public Assistance
Census Tract 9622, Stanton County, Nebraska	\$64,167	80.0%	29.6%	15.6%	3.8%	1.5%
Census Tract 9621, Stanton County, Nebraska	\$67,803	88.4%	32.8%	10.1%	1.6%	0.3%
Census Tract 9727, Cuming County, Nebraska	\$62,000	84.0%	27.7%	10.8%	1.2%	0.3%
Nebraska	\$63,015	81.0%	29.3%	17.4%	3.8%	1.9%

United States	\$64,994	77.7%	31.4%	21.1%	5.2%	2.4%
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Sources: US Census Bureau 2020c, d, e, f, g.

Employment Status and Type of Employer

Of the population 16 years of age and older in Census Tract 9727, Cuming County, and Census Tracts 9622 and 9621, Stanton County, 68–74 percent were employed with 24.7–29.8 percent not in the labor force currently. Of those in the labor market, the majority (approximately 71–80 percent) were private wage and salary workers; approximately 8–11 percent were government workers (local, state, or federal); and approximately 10–15 percent were self-employed. Leading industries for the employed civilian population in these three census tracts are agriculture, educational services, healthcare, social services, manufacturing, and retail trade.

Access to Employment

As shown in Table 5, most workers in the Project vicinity drove to work alone in 2016–2020, while 5.4–9.8 percent carpooled. Among those who commuted to work, it took them, on average, 16.3–23.0 minutes, indicating that most workers in the area use the highway system and commute outside of the area in which they reside. The local transportation network is shown in Figure 2.

Table 5. Percent of Workers 16 and over Commuting by Mode

Area	Percent by Mode						Average Time to Get to Work
	Car, truck, van – drove alone	Car, truck, van – carpooled	Public transportation (excluding taxicab)	Walked	Other means	Worked from home	
Census Tract 9622, Stanton County, Nebraska	85.9%	5.4%	0%	1.3%	0%	7.4%	19.9 Minutes
Census Tract 9621, Stanton County, Nebraska	76.9%	9.8%	0%	0.1%	0.9%	12.4%	23.0 Minutes
Census Tract 9727, Cuming County, Nebraska	82.8%	8.5%	0%	3.9%	0%	4.8%	16.3 Minutes

Sources: US Census Bureau 2020c, d, e, f, g.

3.4 Tax Base

The tax base within Stanton and Cuming Counties are detailed in Table 6. The predominant land type is agricultural, accounting for over half the assessed value in each county. A total of 256,368 acres of agricultural land was assessed at an average value of \$6,200 per acre in Stanton County, and a total of 340,895 acres of agricultural land was assessed at an average value of \$8,000 per acre in Cuming County (Nebraska Department of Revenue 2022).

Table 6. Tax Base

	Total Assessed Value	Agricultural Land Assessed Value (acres) (%)	Residential Land Assessed Value (acres) (%)	Commercial and Industrial Assessed Value (acres) (%)	Other Property Assessed Value (acres) (%)
Stanton County	1,596,750,732	984,681,725 (58.3)	352,937,935 (24.9)	50,399,000 (3.7)	208,732,072 (9.3)
Cuming County	2,730,816,899	1,88,917,160 (66.5)	488,324,020 (20.0)	110,172,235 (4.8)	125,154,099 (4.6)

Source: Nebraska Department of Revenue 2022

3.5 Community Resources and Cohesion

Community resources are shown in Figure 3.

Physical Environment

Land use in the CIA Study Area is typical of rural, irrigated agricultural land use and includes the Elkhorn River floodplain and rural residences, farmsteads, and modern livestock production facilities. There are three communities along US-275 that would be influenced by the Project. The first community, Norfolk, in Madison County, is approximately 9 miles west of the US 275 and N-57 junction. The second community, Pilger, is approximately 0.5 mile south of US-275 at N-15's west junction. The third community, Wisner, is at the east end of the Project. Those living and working directly in the CIA Study Area rely on these communities for sustainability and social support services like schools, medical care, goods, and social institutions. Tenancy rates for occupied dwelling units for the area are high. The median number of years that a current householder has been in their current home is 15 to 16 years, indicating that the rural population in the CIA Study Area tends to be well-established. In comparison, the number of years residents in Norfolk, Pilger, and Wisner, and in Nebraska as a whole, have been in their current home ranges from 9 to 13 years. Residents in the CIA Study Area and surrounding cities both live in owner-occupied units for longer periods of time than rental units (U.S. Census Bureau 2018c). Length of tenancy in the area, low crime rates, access to employment, and access to nearby quality of life services indicate a cohesive, established rural area.

Schools

There are two school systems in the CIA Study Area: Stanton Community Schools and Wisner-Pilger Public Schools. Stanton Community Schools in Stanton serves central and north-central Stanton County. Wisner-Pilger Public Schools in Wisner serves northeast Stanton County and northwest Cuming County (Erickson 2019). Both school systems consist of an elementary school and a junior/senior high school, and both provide public school buses to transport students within the CIA Study Area (Stanton Community Schools 2023; Wisner-Pilger Public Schools 2023).

Emergency and Medical Services

Emergency services in the CIA Study Area include fire, police, and medical services. Stanton County emergency services in the CIA Study Area are dispatched from the Norfolk 911 Communication Center in Norfolk (City of Norfolk 2023). Emergency services in Cuming County, including the Cuming County Sheriff's office outside of business hours, are dispatched through an E-911 service located in West Point, Nebraska (City of Wisner 2023a; Cuming County 2021).

Two volunteer fire departments serve the CIA Study Area. The Pilger Volunteer Fire Department is located at 150 West First Street (approximately one block west of Main Street) in Pilger (Village of Pilger 2019). The Wisner Volunteer Fire Department is located on Avenue D in Wisner and serves

approximately 151.5 square miles (City of Wisner 2023a). In the event of multiple emergencies, the Wisner Volunteer Fire Department has mutual aid agreements with the nearby communities of Bancroft, Beemer, Pilger, and West Point.

Police services in the CIA Study Area are provided at the local, county, and state levels. Local service is provided to the city of Wisner by the Wisner Police Department located on US-275 at 11th Street. County services are provided by the Stanton and Cuming County Sheriffs. The Stanton County Sheriff is headquartered in Stanton. The Cuming County Sheriff is headquartered in West Point. State police services are provided by the Nebraska Highway Patrol, Troop B, headquartered in Norfolk (Nebraska State Patrol 2023).

Medical services in the CIA Study Area consist of two clinics in Wisner—Wisner Family Practice / St. Francis Rehabilitation (2100 21st Circle, Wisner) and Wisner Family Medicine (1101 9th Street, Wisner)—as well as the Elkhorn Logan Valley Public Health Department (2104 21st Circle, Wisner). Emergency medical services are not located in the CIA Study Area and are provided by four hospitals in the surrounding communities:

- Pender Community Hospital located 20 miles northwest of Wisner in Pender, Nebraska.
- St. Francis Memorial Hospital located 15 miles away in West Point.
- Faith Regional Health Services located 12 miles west of N-57 in Norfolk.
- Providence Medical Center located 15 miles north of Pilger in Wayne, Nebraska.

Vulnerable Population Services

Two senior centers are located in or near the CIA Study Area: Stanton Health Center at 301 17th Street in Stanton and Wisner Community Senior Center at 1006 Avenue E in Wisner. Both centers provide services to senior citizens, including on-site meals and home-delivered meals (Nebraska Resource and Referral System 2023a, 2023b). Additionally, the Wisner Care Center at 1105 9th Street in Wisner provides assisted living care.

Special Events

Two local special events are held in the CIA Study Area. The first is the Thunder by the River Truck and Tractor Pull located at River Park in Wisner. The event is a truck and tractor pull that occurs annually during the third week of August. The event has been hosted in Wisner since 2005 (City of Wisner 2023b; Thunder by the River 2023). The second event is the Lions Club Rodeo and Junior Livestock Show at River Park in Wisner. This event occurs in late June or early July and includes rodeos, poker runs, eating competitions, and livestock showings (City of Wisner 2023b).

Utilities

Most households in the CIA Study Area Census Tracts use both gas and electricity to heat their homes. Gas is noted as being both delivered and stored at the residence for use and supplied via utility line. Electricity is provided by both the Cuming County Public Power District, Wisner Electric, and Stanton County Public Power. Water is also available in limited areas via rural water districts, with many homes using wells. Most households within the Census Tracts surrounding the CIA Study Area have a computer and a broadband internet subscription. However, there are 10–20 percent of households that do not have a computer. These details are included in Table 7.

Table 7. Percentage of Household with a Computer and Internet.

Area	Percent of Households with Computer by Type			Percent of Households with Internet by Type			
	Desktop or Laptop	Smartphone	Tablet	Cellular Data Plan	Broadband (cable, fiber, or DSL)	Satellite	Dial-up
Census Tract 9622, Stanton County, Nebraska	80.4%	70.6%	55.5%	68.4%	58.2%	10.7%	0.2%
Census Tract 9621, Stanton County, Nebraska	75.2%	68.1%	53.3%	60.1%	45.1%	18.6%	0.7%
Census Tract 9727, Cuming County, Nebraska	81.0%	78.4%	56.3%	63.4%	52.1%	11.7%	1.8%

Sources: US Census Bureau 2020c, d, e, f, g.

4. Community Impacts

The Project's potential impacts on the community are discussed in the following bullet points. The impacts are evaluated based on their intensity (negligible, minor, moderate, or major), duration (short- or long-term), and type (adverse or beneficial).

- **The Project would have minor, short- and long-term, beneficial impacts on the populations in and near the CIA Study Area.** Over the last 50 years, the rural communities in the CIA Study Area have seen decreases in population while the larger communities, such as Norfolk, have seen increases in population. This trend is consistent with rural communities nationwide (Economic Research Service 2022). In the long-term, the Project would impact populations in the CIA Study Area and surrounding communities beneficially by creating a more efficient roadway and reduced travel times. In the short-term, these populations will be impacted by construction, but most of the impacts that would normally accompany a widening project are mitigated by NDOT's innovative 2+2 construction technique as discussed in Section 2.1.
- **No minority or low-income populations were identified in the Block Groups within the CIA Study Area** based on NDOT's environmental justice methodology developed in coordination with FHWA. However, minority populations (primarily Hispanic) were identified near the CIA Study Area in Norfolk and Pilger. No LEP populations were noted at or above the NDOT threshold of 5 percent or 1,000 people. There are no anticipated disproportionately high and adverse human health or environmental effects on minority or low-income populations. No translations or specialized LEP outreach are required for this Project because none of the CIA Study Area data indicates the presence of an LEP population that reaches the NDOT LEP outreach thresholds.
- **The Project would have minor, short-term, adverse impacts on the transportation network. Construction would be completed under traffic, allowing continuous movement through the CIA Study Area.** Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements. County roads, as shown in Figure 2, may

require temporary closure for construction activities; adverse out-of-direction travel would be approximately 1 to 5 miles.

- The Project would have major, long-term, beneficial impacts on the transportation network in the CIA Study Area and in northeast Nebraska.** The approximately 16 miles that the Project would improve represent more than half of the remaining 27 miles to complete the US-275 Expressway System, which was identified in the 1988 Nebraska Highway Needs Study. In the CIA Study Area, the Project would provide a direct four-lane connection between Norfolk, N-57, N-15, N-51, and Wisner. Additionally, widening US-275 from N-57 to Wisner is expected to decrease annual vehicle delay by 95,700 vehicle hours in 2030, increasing to a reduction of 191,500 vehicle hours in 2045 (HDR 2021). The decrease in vehicle delay would increase roadway efficiency and reliability.
- Right-of-way (ROW) required for the project involves strip acquisition. No residences would be acquired for US-275 expansion.** Minor, long-term, adverse impacts would result from the acquisition of land from adjacent landowners and potential relocation of two structures. Acquisitions from rural farmsteads and the Wisner-Pilger Public Schools would be minor. The two structures that may be acquired include a grain bin and a metal outbuilding used for farm equipment storage. Twelve center pivots related to irrigation systems would be shortened or relocated. As design progresses, impacts on adjacent properties would be minimized or eliminated to the extent practicable. ROW acquisition and relocations would be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 United States Code 4601 et seq.), Title VI of the Civil Rights Act of 1964, and the Nebraska Relocation Assistance Act (Nebraska Revised Statutes Section 76-1214 et seq.).
- Short-term, beneficial income impacts would include an increase in construction-related jobs and increased business from construction workers patronizing local businesses and service establishments.** The projected long-term increase in employment, discussed below, would generate additional spending in communities, stimulating business growth and local housing markets. Housing inventory exists in the surrounding communities to accommodate an increase in temporary workers.
- Long-term, beneficial economic impacts would result from expanding US-275 to a four-lane facility; expansion would increase connectivity in the CIA Study Area for local commuting traffic and would provide more efficient movement of local products to larger markets. The Project would also decrease travel times and improve roadway reliability.** The Project would have moderate, long-term, beneficial impacts on industry in the region. The commuting times shown in Table 5 indicate that working adults, especially in Pilger, are travelling outside of the CIA Study Area for work. Manufacturing and retail are also important industries in the region and rely on movement of goods for sale throughout Nebraska and the United States. Metal manufacturing and farm output per highway mile along US-275 in the counties adjacent to (Madison) and within the CIA Study Area (Stanton and Cuming) are higher than in any other Nebraska location (Goss and Associates 2015). Currently, the movement of steel and other manufactured goods produced in Norfolk and nearby communities and agricultural products, including the cattle produced in feedlots along US-275, are impeded by traffic delays. With the existing density of manufacturing jobs, especially in Norfolk, and agricultural industries in the area between Norfolk and Wisner, construction of the 16-mile segment from Norfolk to Wisner and improved travel times would provide an unknown increase in economic benefit to the region.
- Public Input was received during a stakeholder meeting and a public meeting in September 2019.** Several comments received were concerns about the economic impact of a bypass

around Wisner. A Wisner bypass is not being considered for the Project, and as a result, the Project would not have negative, long-term economic impacts on the residents and businesses in Wisner.

- **Minor, short-term, adverse impacts would result on the tax base in and near the CIA Study Area as property parcels are acquired for US-275 expansion.** The Preferred Alternative would potentially require acquisition of approximately ~~327~~ 337 acres from approximately 90 parcels outside of existing ROW in Stanton and Cuming Counties. In Stanton County, approximately ~~211~~ 221 acres from approximately 57 parcels could be acquired, 99 percent of which is agricultural land. In Cuming County, approximately ~~108~~ 116 acres from approximately 33 parcels could be acquired, 95 percent of which is agricultural land. These acquisitions represent less than 10 percent of the respective parcels and 1 percent of the total assessed value in these counties. As design progresses, impacts on adjacent properties in both Stanton and Cuming Counties would be minimized or eliminated, to the extent practicable. Expansion of existing industries (primarily metal and agricultural industries) is anticipated along an expanded US-275 (Goss and Associates 2015). Increased development along US-275 and in adjacent communities would increase the tax base in the State of Nebraska, both Stanton and Cuming Counties, and in local communities such as Pilger and Wisner.
- **Access to community resources, area schools, police, and fire services would not be affected by US-275 expansion** because improvements would be constructed under traffic. Any required detours for county roads would have limited effect and duration. **Access to businesses, community resources, and residences would be maintained.** Senior centers would not be affected by US-275 expansion. **Utility services disruptions are not anticipated due to the project.** Local events are expected to incur minor, short-term, adverse impacts during construction and moderate, long-term, beneficial impacts due to the Project. **Cohesion between communities, such as Norfolk, Pilger, and Wisner, and quality of life for residents would benefit from the moderate, long-term impacts** that would include those previously described, such as a more efficient and reliable roadway.

5. Conclusions

Short-term, adverse community impacts, such as county road detours and temporary access restrictions, would occur throughout construction but would be mitigated through NDOT standard specifications and adherence to federal, state, and local laws and regulations. The Project would have long-term, beneficial impacts on the people and communities in and near the CIA Study Area and in the State of Nebraska. Widening US-275 would decrease travel times and provide a more efficient roadway for commercial and passenger traffic. Additional benefits may include increased economic activity, including employment and income, and an expanded tax base. An expanded US-275 would be a strong recruiting tool for business and economic development.

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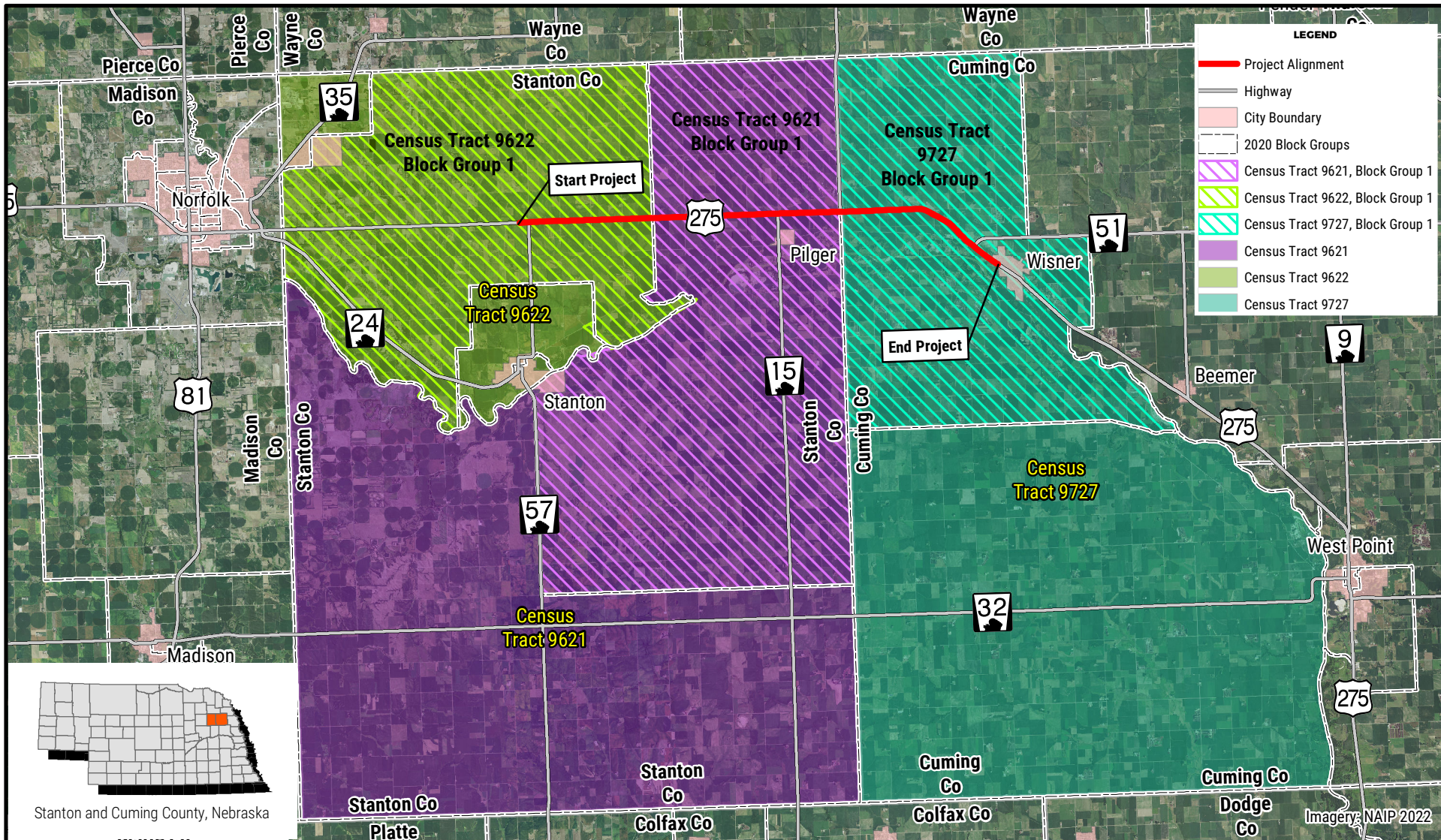
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Appendix A

Figures





NEBRASKA
DEPARTMENT OF TRANSPORTATION

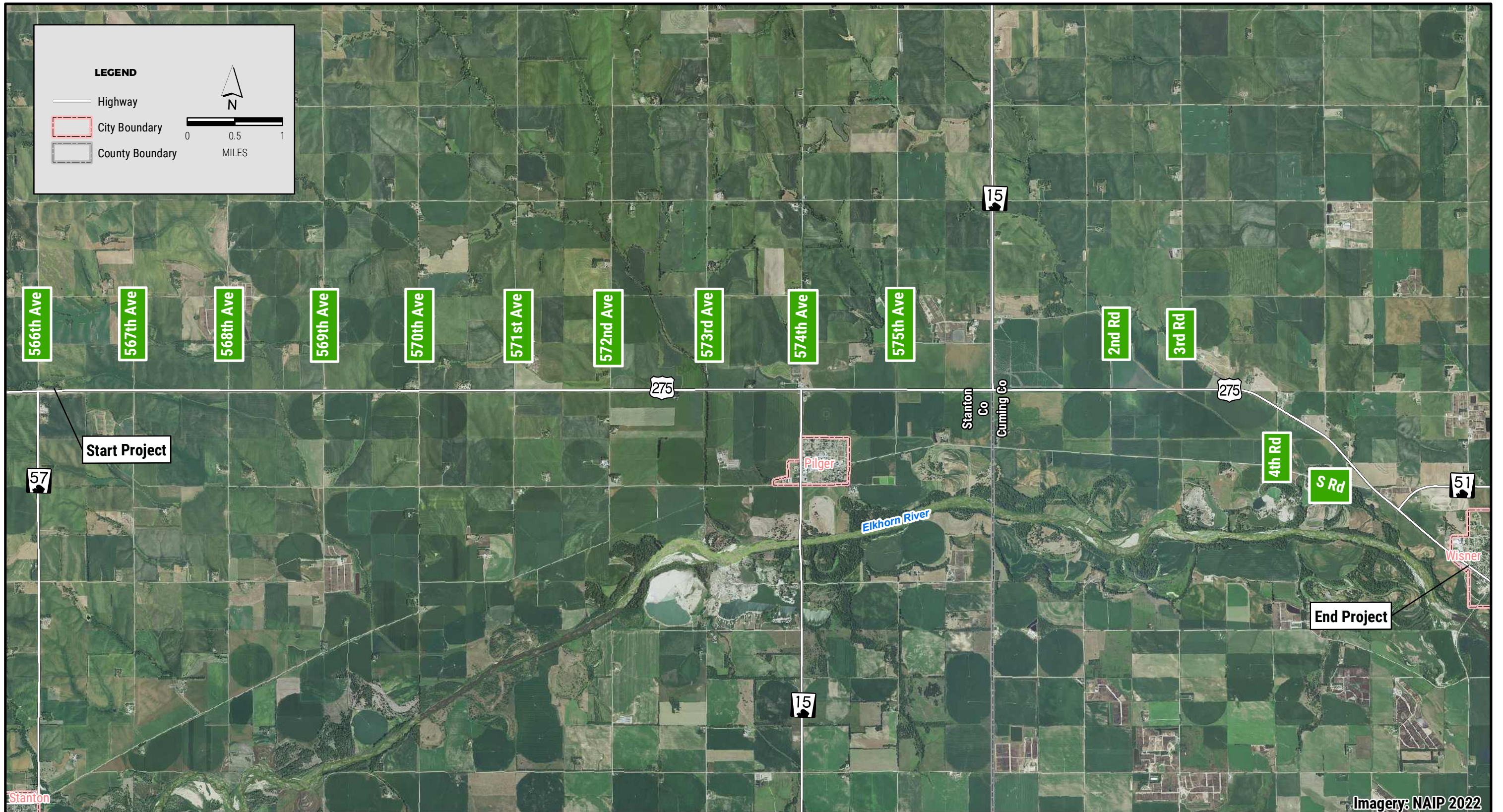


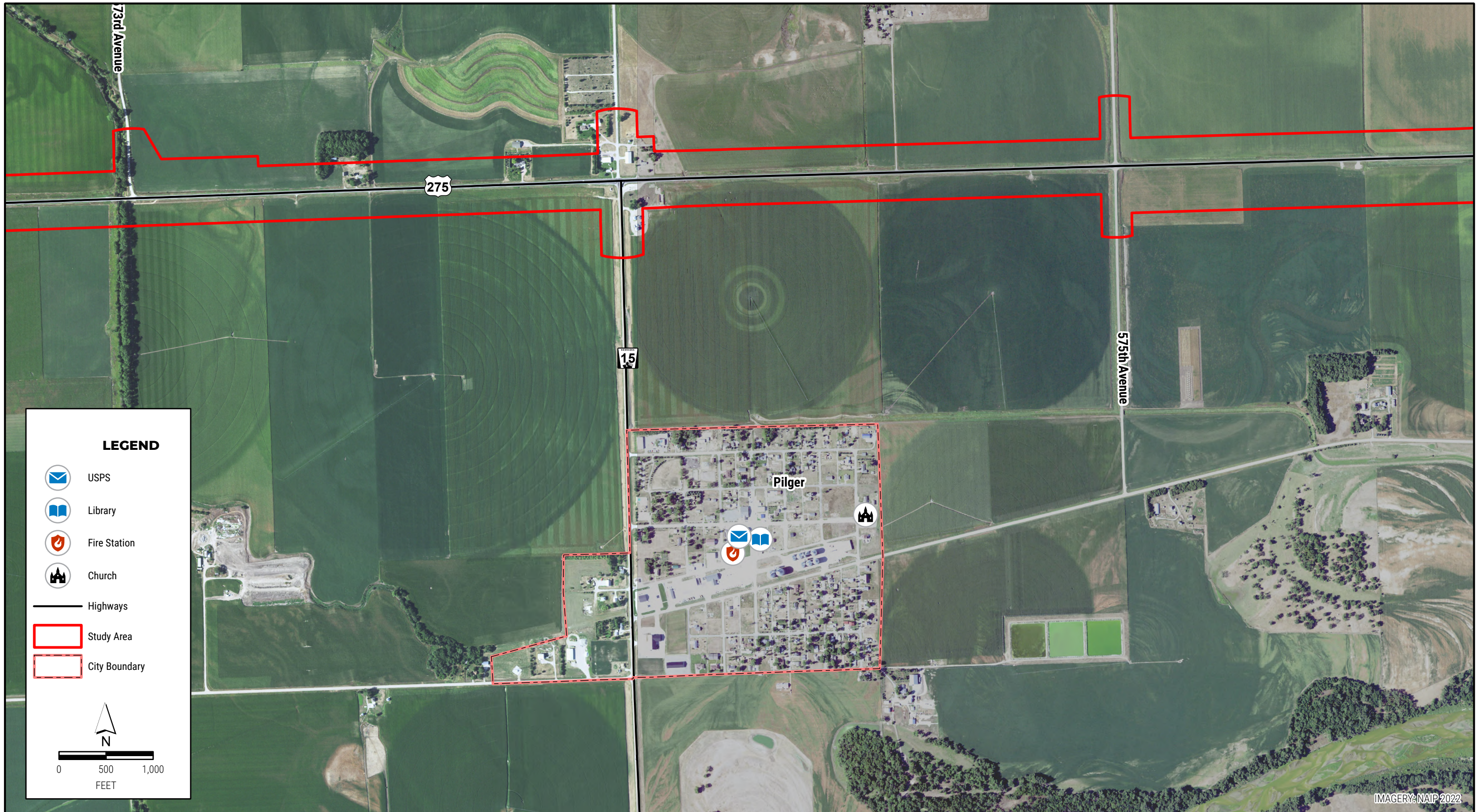
PROJECT LOCATION

NORFOLK - WISNER
PROJECT NO.: S-275-6(1052)
CONTROL NO.: 32319

DATE: 2/20/2023

FIGURE 1







Appendix E

Historic Properties Supplement



Supplemental Section 106 PQS Memo

To: Justin Luther, Project Delivery Team Lead, FHWA
Taylor Peters, Environmental Protection Specialist, FHWA

From: Stacy Stupka, Section 106 Specialist, NDOT

cc: Courtney Ziska, Ben Trenne, NDOT

Date: March 21, 2024

Re: Cultural Resources Evaluation of the Proposed Wisner Wetland Mitigation Site

CN 32319_275-6(1052)_Norfolk - Wisner

*Please note that FHWA is the lead Federal agency regarding this undertaking

Regarding the undertaking referenced above, the State Historic Preservation Office (SHPO) concurred upon FHWA's project effects determination of adverse effect on 06/22/2023. The adverse effect would be to the archeological site known as the Sharpe Homestead Site (25ST16).

The Wisner Wetland Mitigation site is proposed to be constructed in support of this undertaking and this location is outside the area of potential effects (APE) already considered. Therefore, this supplemental evaluation expands the APE and completes an evaluation of the proposed wetland site (Enclosure 1).

In addition, this Supplemental Evaluation also considers a small area east of 570th Avenue that extends south of the original APE that were the result of widening medians (Enclosure 2).

Expanded APEs

The APE is expanded to include the entire parcel to be purchased for the proposed Wisner Wetland Mitigation Site (Enclosure 1) referred to as the Expanded Wetland APE as well as a small area east of 570th Avenue referred to as the Expanded Median APE (Enclosure 2).

Archeological Evaluation

Highway Archeologist Nolan Johnson completed an archeological evaluation of the Expanded Wetland APE was completed on 02/08/2024. Johnson surveyed the southern half of the APE using a pedestrian survey with transects spaced at 20 meters. The area is planted in alfalfa, affording 25 % ground surface visibility, which meets Nebraska's professional standards required by SHPO. Johnson noted that the remainder of the Expanded Wetland APE consists of old channel scars and other low lying areas with very low potential for archeological materials to be present. Historic maps confirm that the unsurveyed area has been impacted by the changing river channels in the recent past. No National Register of Historic Places (NRHP) archeological sites were identified within the Expanded Wetland APE (Enclosure 2).

NDOT Professionally Qualified Staff (PQS) Stacy Stupka evaluated the Expanded Median APE and determined that it is in an area that, based on the topography was not archeologically surveyed because based on professional knowledge, the area has a low potential to contain intact, National Register of Historic Places (NRHP) significant archeological deposits (NDOT Section 106 Project Package 02/20/2020). Based upon this information, Stupka determined that no archeological survey is required in the Expanded Median APE.

Architectural / Structural Evaluation

NDOT PQS Stacy Stupka reviewed the Expanded Wetland APE and determined that there are no architectural or structural resources present. No further review is required.

Regarding the Expanded Median APE, there are no architectural or structural resources present and no historic properties with associated agricultural acreage were identified during identification and evaluation efforts (NDOT Section 106 Project Package 02/20/2020).

NDOT Project Effects Recommendation

No historic properties were identified within the expanded APEs discussed above. NDOT recommends that the proposed changes will have no effect on historic properties.

NDOT recommends that the project effects determination of *adverse effect* reached in 2023 remains appropriate.

In addition, because the project effects determination has not changed, no additional consultation is required (Section 106 PA VIII.D.1).

NDOT is notifying FHWA that we intend to make (continue with) a project effects determination of *no historic properties affected*. Please notify NDOT of any objections per our Section 106 PA (VIII.A.2(a)(1)).

Supplemental Archeological Report
Enclosure 1



State Archeology Office

Project Survey Summary

Control Number: 32319

Project Number: S-275-6(1056)

Project Name: Norfolk to Wisner

County: Cumming

Nearest Water: Elkhorn River

Legal Description:

SW 1/4 of Section 11 T23N R4E

APE Description (Add Maps):

The APE includes the entire parcel to be purchased for the potential wetland mitigation site.

Maps Used:

Aerials, LIDAR, GLO maps, Plat maps, Buried Soils Data, USGS 7.5" Wisner Top map

Project Character (Attach Project Description):

Wetland Mitigation Site

Project Length/Area: 112.8 Acres

Survey Length/Area: 24.8 Acres

Detour? ☒ No ☐ Yes, without Constr. Activities ☐ Yes, w/ Constr. Activities

Date(s) of Archeological Survey: 2-8-24

Name(s) of Survey

Personnel: Nolan Johnson

Person-Hours

of Fieldwork: 2

Ground Cover (%-Visibility)

Alfalfa 25%

Survey Interval/Provisions:

Twenty meter zig zag transects were used.

Rationale for Non-surveyed Areas:

The southern section of the APE was surveyed. The rest of the APE is old channel scars and other low lying areas with very low archeological potential. LIDAR and historic maps confirmed that the unsurveyed section has been impacted by the changing river channels in the recent past.

Results of Survey:

☒ No Archeological Resources Discovered

☐ Site(s) Discovered Site Numbers:

☐ Other (explain)

Project Effect Determination for Archeology

☒ No Historic Properties Affected: ☒ None Present ☐ Present but Not Affected

☐ No Adverse Effect

☐ Adverse Effect

Are Further Archeological Investigations Warranted? ☐ Yes ☒ No

Is THPO Consultation Recommended by Sponsor Agency? ☒ Yes ☐ No

List Tribes:

TBD

Stipulations/Exceptions to Survey Results: Evaluate Buried Cultural Remains if Encountered.

Comments:

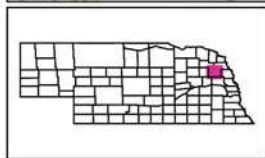
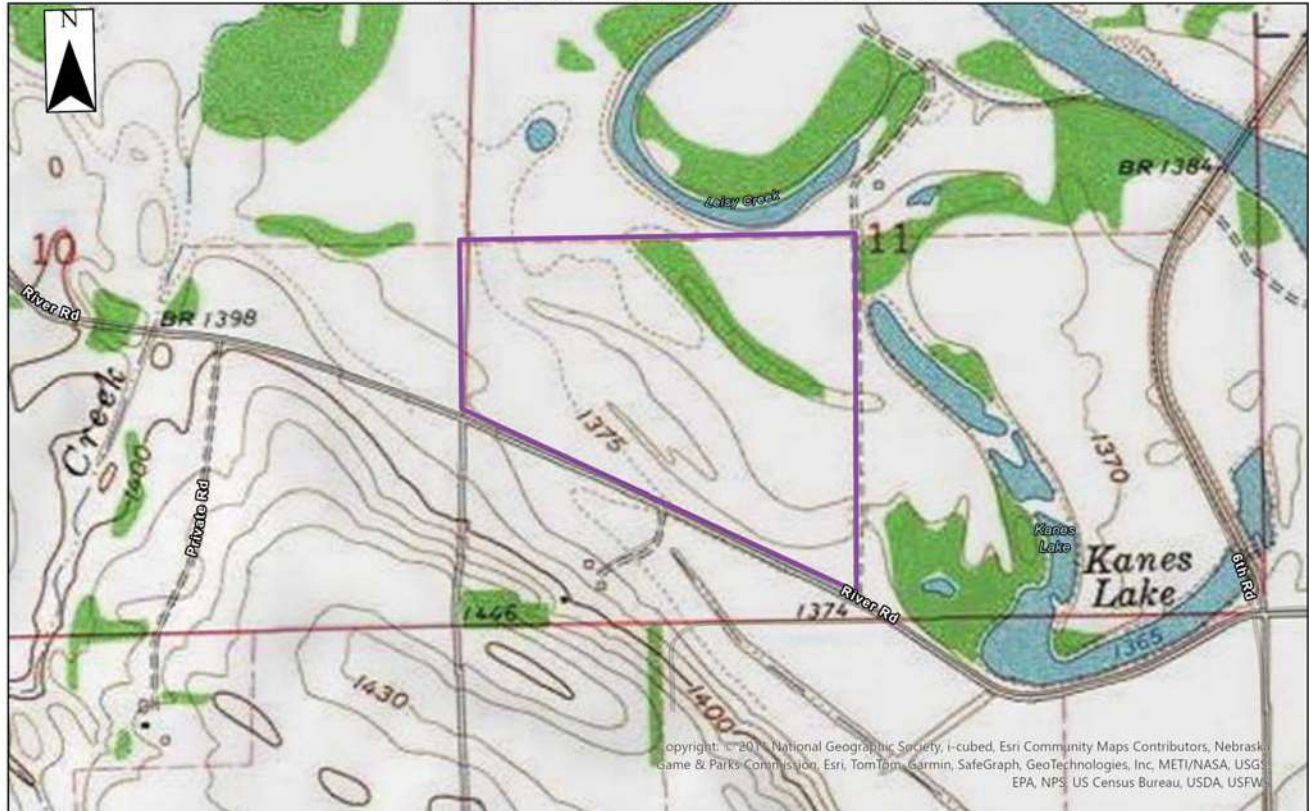
Prepared by: Nolan Johnson

Date: 2-8-24

Control Number: 32319

Project Number: S-275-6(1062)

S-275-6(1052) Supplemental Area of Potential Effects



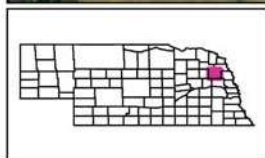
Legend

-  Stalp Mitigation Site
-  USA Topo Maps

Control Number: 32319

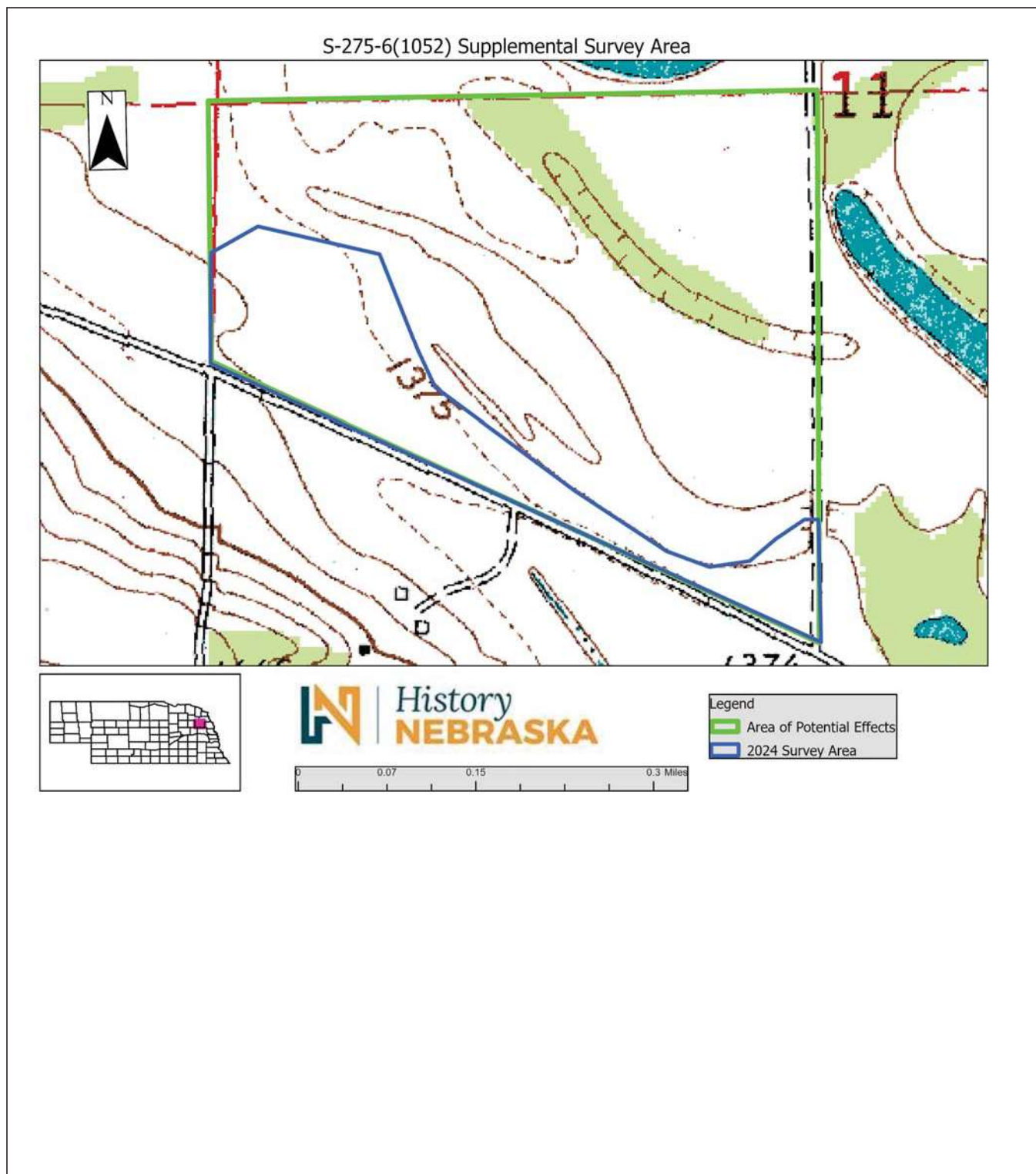
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S-275-6(1052) Supplemental Area of Potential Effects



Control Number: 32319

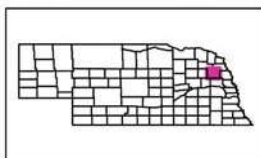
Project Number: S-275-6(1052)



Control Number: 32319

Project Number: S-275-6(1052)

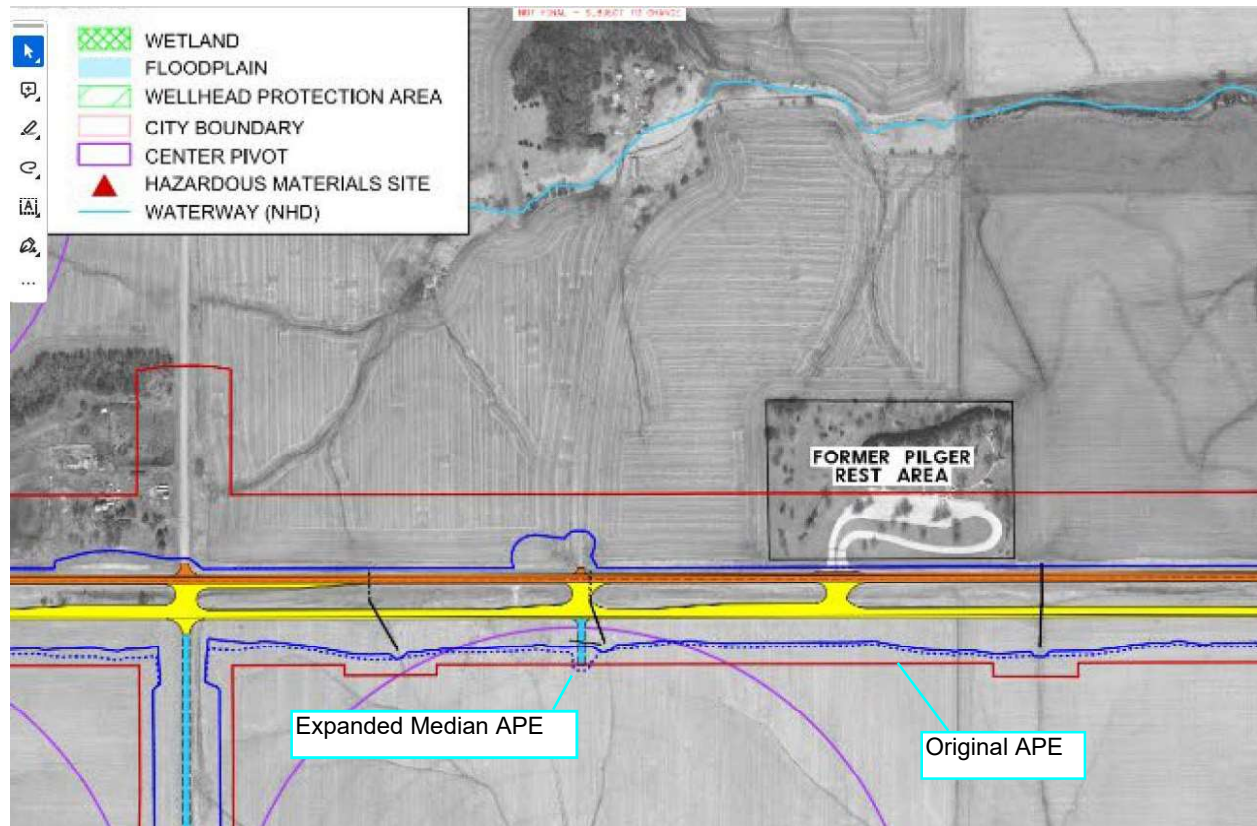
S-275-6(1052) Supplemental Survey Area



Expanded Median APE Map
Enclosure 2



Expanded Median Area of Potential Effects (APE)



From: [Peters, Taylor \(FHWA\)](#)
To: [Stupka, Stacy](#); [luther, justin](#)
Cc: [pjinfne@dot.gov](#); [Ziska, Courtney](#); [Trenne, Ben](#)
Subject: RE: 32319_Project No. 275-6(1052)_Norfolk - Wisner - Supplemental Cultural Resources evaluation
Date: Tuesday, March 26, 2024 11:27:12 AM

Hello Stacy, FHWA agrees with the documented justification and has no objections to the “no historic properties affected” finding for the expanded APE and agrees that the “adverse effect” determination for the project remains valid, requiring no additional consultation per Stipulations VIII(D)(3)(c)&(4)(a). Thank you.

From: Stupka, Stacy <stacy.stupka@nebraska.gov>
Sent: Thursday, March 21, 2024 4:10 PM
To: Luther, Justin (FHWA) <Justin.Luther@dot.gov>; Peters, Taylor (FHWA) <taylor.peters@dot.gov>
Cc: pjinfne (FHWA) <pjinfne@dot.gov>; Ziska, Courtney <Courtney.Ziska@nebraska.gov>; Trenne, Ben <Ben.Trenne@nebraska.gov>
Subject: RE: 32319_Project No. 275-6(1052)_Norfolk - Wisner - Supplemental Cultural Resources evaluation

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Justin and Taylor,
Please disregard the Section 106 Supplemental Evaluation recently submitted in favor of the attached supplemental evaluation. In the former version, I forgot to include a second, very small, expanded APE associated with the median expansion.

No historic properties are identified in either expanded APE and NDOT continues to recommend to FHWA that the project effects determination remains *adverse effect*. Per Stipulation VIII.D.1 of our statewide programmatic agreement, no further consultation is required.

Please respond to this email with an indication regarding this project effects recommendation and whether or not NDOT has provided sufficient documentation.

Thank you,
Stacy

From: Stupka, Stacy
Sent: Thursday, March 21, 2024 1:55 PM
To: luther, justin <justin.luther@dot.gov>; Peters, Taylor (FHWA) <taylor.peters@dot.gov>
Cc: pjinfne@dot.gov; Ziska, Courtney <Courtney.Ziska@nebraska.gov>; Trenne, Ben <Ben.Trenne@nebraska.gov>
Subject: 32319_Project No. 275-6(1052)_Norfolk - Wisner - Supplemental Cultural Resources evaluation

Hello Justin and Taylor,
I hope all is going well.

The project referenced above is not assigned to NDOT under 326 NEPA Assignment. Regarding this undertaking, SHPO concurred upon FHWA's project effects determination of *adverse effect* on 06/22/2023. The adverse effect is to the Sharpe Homestead archeological site.

The Wisner Wetland Mitigation site is proposed to be constructed in support of this undertaking and this location is outside the area of potential effects (APE) already considered. Therefore, the attached Section 106 Supplemental Evaluation expands the APE and completes a cultural resources evaluation of the proposed wetland site.

No historic properties were identified in the expanded APE, and NDOT recommends to FHWA that the project effects determination remains *adverse effect*. Per Stipulation VIII.D.1 of our statewide programmatic agreement, no further consultation is required.

Please respond to this email with an indication regarding this project effects recommendation and whether or not NDOT has provided sufficient documentation.

Thank you,
Stacy

Stacy Stupka

Cultural Resources Manager/Section 106 Specialist

Nebraska Department of Transportation

1500 Nebraska Parkway | Lincoln, NE | 68509-4759
402.479.3879 | stacy.stupka@nebraska.gov
she/her

Appendix F

Cumulative Impacts



Technical Memorandum

Date: February 20, 2024

Project: Norfolk–Wisner
Project No. S-275-6(1052); Control No. 32319

Subject: Cumulative Impacts

Introduction

Federal Highway Administration (FHWA) and Nebraska Department of Transportation (NDOT) propose to expand US Highway 275 (US-275) from a two-lane highway to a four-lane expressway¹ along an approximately 16-mile segment in Stanton and Cuming Counties, Nebraska, referred to as Norfolk–Wisner (Figure 1). The proposed action (Project) has logical termini connecting two existing sections of four-lane expressway. It would begin approximately 0.3 mile west of the US-275 and Nebraska Highway 57 (N-57) junction, where it would connect to the existing four-lane roadway. The Project would extend east and south to 18th Street on the northwest side of Wisner, Nebraska, where it would tie into the existing US-275 four-lane roadway.

The purpose of this memo is to address cumulative impacts that could occur as a result of aggregate Project impacts and the impacts associated with other projects (e.g., road construction for other actions within or near the study corridors could also affect access and travel patterns). Cumulative impacts are identified and described for resources that would be potentially adversely affected by the Project and other actions near the Project that would have the potential to affect the same resources.

A cumulative impact is defined as, “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR 1508.7). Thus, cumulative impacts include the direct and indirect impacts of a project together with the impacts from reasonably foreseeable future actions of other projects.

This assessment of the cumulative impacts of federal, state, and private actions is required by Council on Environmental Quality (CEQ) regulations for implementing the National Environmental Policy Act (NEPA). The cumulative impacts with respect to the Project were evaluated in accordance with CEQ guidance (CEQ 1997) and other sources, including FHWA interim guidance titled “Questions and Answers Regarding Indirect and Cumulative Impact Considerations in the NEPA Process” (FHWA 2003) and the FHWA position paper titled “Secondary and Cumulative Impact Assessment in the Highway Project Development Process” (FHWA 1993).

Affected Environment

The Study Area to determine cumulative impacts includes the US-275 corridor between Norfolk and the US Highway 77 (US-77)/US-275 interchange and highway segments that intersect with the Project (N-57, Nebraska Highway 15 [N-15], and Nebraska Highway 51 [N-51]). The majority of land uses

¹ An expressway is a divided highway for through traffic, with full or partial interchange access control at major intersections and at-grade intersections at designated minor public road intersections.

within the US-275 corridor are agricultural, with communities scattered throughout and extensive agriculture-related industries and services supporting agriculture. The major hubs within the Study Area include Norfolk, West Point, and Fremont. Numerous smaller communities are scattered throughout the Study Area (Figure 2). The Elkhorn River and its associated floodplain are located adjacent to US-275 (within 1 to 2 miles) from Pilger to Hooper.

Actions Evaluated for Cumulative Impacts

The methodology used to address cumulative impacts involves identifying past, present, and reasonably foreseeable future actions; reviewing resources potentially affected by the Project; determining the approximate impact time frames and locations; considering the types of impacts likely for reasonably foreseeable future actions; and selecting the resources requiring detailed cumulative impact evaluation. For an action to be reasonably foreseeable, it must have advanced far enough in the planning process that its implementation is likely. The impacts of reasonably foreseeable future actions not associated with the Project include other federal, state, and private actions. Reasonably foreseeable future actions are not speculative, are likely to occur based on reliable sources, and are typically characterized in planning documents. Past actions can include those that are currently under construction and would be completed prior to the analyzed project or those that could change a region's functionality, such as traffic patterns or induced growth. Reasonably foreseeable future actions can include ongoing projects, such as transportation and commercial or industrial development, which are not expected to be completed by the time the analyzed project would begin construction or planned projects included in planning documents for the area. The NDOT 5-year transportation plan, Cuming County 1- and 6-year transportation plan, Stanton County and Cuming County Board of Commissioners, City of Wisner City Council, local news sources, and 20 years of aerial imagery were reviewed for other projects, including roadways, bridges, parks, and large developments. The following actions were identified.

Past Actions

Past actions on this segment of US-275 and adjacent highways include normal repair and maintenance, such as resurfacing and culvert and bridge repair. Four past projects or developments have been identified as intersecting with, or are adjacent to, the Project.

- One cattle operation, approximately 0.60 mile north of US-275 on 568th Avenue, expanded operations between 2006 and 2009. The original operation included 40 acres east of 568th Avenue. The expansion added approximately 50 acres west of 568th Avenue.
- NDOT Control Number (CN) 32376, S-275-6(1061), Wisner to West Point: work includes US-275 resurfacing from the eastern corporate limits of Wisner to approximately 2 miles west of the N-9 intersection. Construction for this project is planned for 2023, is expected to take one construction season, and would be complete prior to construction of the Norfolk–Wisner Project.
- NDOT CN 32021, F-275-6(1020), US-275 Norfolk East: work included expanding US-275 from two to four lanes from the eastern corporate limits of Norfolk to the intersection with N-57. Construction was completed between 2002 and 2003.
- NDOT CN 21492, F-275-6(1027), US-275 Hooper East and West: work included expanding US-275 from two to four lanes from the US-77/US-275 interchange to approximately 0.60 mile east of County Road H in Dodge County. The project included constructing a bypass around Hooper. Construction was completed between 2005 and 2007.

Present Actions

One present action was identified along the US-275 corridor.

- NDOT CN 32302, S-275-6(1050), US-275 Scribner to West Point: work includes expanding US-275 from two to four lanes beginning approximately 2.75 miles southeast of Scribner and extending north to 2 miles west of the Nebraska Highway 9 (N-9) intersection. The US-275 West Point to Scribner Expressway EIS determined the project start and end to represent logical termini connecting the existing four-lane facility at Hooper to N-9 north of West Point. The project is currently under construction, with completion anticipated in 2024.

Future Actions

Three future actions have been identified as adjacent to the Project. All of these are transportation projects sponsored by NDOT. As such, these projects would follow NDOT's project development procedures, including mitigation development.

- NDOT CN 32359, STP-7-3(111), In Stanton and North: work includes resurfacing N-57 from approximately the Nebraska Highway 24 (N-24) intersection to the US-275 intersection. Construction is planned for 2025 and is expected to take one construction season.
- NDOT CN 32406, STP-15-3(120), US-275 North: work includes resurfacing approximately 6 miles of N-15, beginning at the US-275 east junction and extending 1 mile north of the Stanton/Cuming/Wayne County line. Construction is planned for 2029 and is expected to take one construction season.
- NDOT CN 32024A, S-275-6(1062), Wisner–West Point North: work includes expanding US-275 from two to four lanes from the eastern corporate limits of Wisner to approximately 2 miles west of the N-9 intersection west of West Point. This project would connect into the eastern terminus of the Scribner to West Point project discussed above. This is the final US-275 expressway system segment and would complete the expressway between Fremont and Norfolk. NDOT currently has funding programmed in fiscal year 2026 for design of this project. Although the ultimate construction timeframe of this project is unknown, it is included here for consideration of cumulative impacts.
- At a stakeholder meeting in August 2019, it was noted that a housing development was planned for the area between Wisner High School and N-51. To date this development has not been started, nor discussed or approved by County or City officials; therefore, it is not considered reasonably foreseeable.

US-275 Corridor

Upon completion of the Norfolk – Wisner and Wisner – West Point North projects, the US-275 corridor between Norfolk and Fremont will have been completely widened to a four-lane expressway via five expansion projects over approximately a 30-year period since 2000. As discussed above, three projects have already been completed and the remaining two would be completed within the next 10 years. While the projects occur within the same US-275 corridor, each project has independent utility from the others (additional detail regarding the 3 recent US-275 projects can be found in the attached Logical Termini Memo). Elements of a project's independent utility are its ability to meet the project purpose and need and be able to stand on its own if adjacent projects are not constructed.

The completed Norfolk East, Hooper East and West, and Scribner – West Point projects have all been serving the purpose of connecting communities and improving regional connectivity along US-275 in northeast Nebraska since the independent completion of each project. The Norfolk – Wisner project purpose is to advance the Norfolk to Fremont expressway and provide increased connectivity to

northeast Nebraska. The project would provide function and value (via additional miles of divided four-lane expressway) and would satisfy its FHWA-defined purpose. The US-275 Scribner to West Point purpose and need, defined as “USACE Overall Project Purpose” in the US-275 West Point to Scribner Expressway EIS (EIS - US 275 (army.mil)), is as follows “The overall Project purpose, as defined by USACE, is to safely and efficiently improve regional connectivity between West Point and Scribner for existing and future traffic volumes...”. The project is currently under construction and would fulfill its purpose and need upon completion. With regard to the Wisner – West Point North project, the Scribner – West Point and Norfolk – Wisner projects would be constructed and serve their intended purpose and need regardless of whether the Wisner – West Point North segment was ever constructed.

Resources Considered for Impact Analysis

Because of the Study Area’s characteristics, types of projects studied, and extent of impacts resulting from the Project Preferred Alternative, the cumulative impacts of past, present, and future actions were evaluated for the following resources: farmland, community impact assessment and transportation, and wetlands and water resources.

The following resources, which were assessed individually in the Norfolk–Wisner EA, were not evaluated for cumulative impacts because of the minor impacts resulting from the Preferred Alternative. A brief statement of why a detailed cumulative impacts analysis was deemed unnecessary is noted for each resource. No adverse, cumulative impacts are anticipated for any of these resources:

- Land use: Land use changes are not anticipated as a result of the Preferred Alternative. There would be conversion of agricultural land and residential farmstead property to NDOT ROW, but that this conversion is compatible with land use plans. Additionally, reasonably foreseeable future actions are not anticipated to result in substantial changes in local land use.
- Right-of-way (ROW) and relocations: No residential relocations are needed for the Preferred Alternative. Two farm buildings would require relocation or removal, but impacts would be compensated during the ROW process. It is possible that one or more of the reasonably foreseeable future actions may require relocations, but the different timeframes and locations of the actions are not anticipated to cause any adverse cumulative impacts.
- Recreation facilities: The Preferred Alternative, as planned, would result in an impact to Wisner-Pilger Public Schools property that is publicly available for recreation activities. Land would be acquired from the school, but the property would still be available for recreation during and following construction. No recreation facilities are known to be affected by the reasonably foreseeable future actions.
- Historic Properties: The Preferred Alternative, as planned, would result in an impact on the Sharpe Homestead site. These impacts would be resolved through consultation with the Nebraska State Historic Preservation Office. Cumulative impacts on the Sharpe Homestead Site from other projects is not anticipated due to the distance of the site from the other projects.
- Section 4(f): The Preferred Alternative, as planned, would result in a *de minimis* use of one Section 4(f) property, the Wisner-Pilger Public Schools property. Although reasonably foreseeable future actions could possibly affect Section 4(f) properties, the Preferred Alternative would not contribute to cumulative impacts on Wisner-Pilger Public Schools property.
- Utilities: Utilities would need to be relocated with the Preferred Alternative, and the relocations would be at the cost of the utility provider. It is possible that one or more of the reasonably

foreseeable future actions may require relocations, but the different timeframes and locations of the actions are not anticipated to cause any cumulative impacts.

- Air Quality: The Study Area is in attainment for air quality and the Preferred Alternative would not contribute to air quality degradation. Reasonably foreseeable future actions are not anticipated to result in substantial air quality changes.
- Noise: Noise patterns generated from roadway traffic would increase in proportion to traffic growth within the Study Area. It was determined that noise abatement was not reasonable for the Preferred Alternative. Reasonably foreseeable future actions are not anticipated to result in substantial changes to noise levels as they are removed from the Study Area.
- Hazardous materials: The Preferred Alternative would have a medium potential to encounter hazardous materials during construction. Construction commitments regarding encountering contamination are in place and would mitigate impacts. It is possible that one or more of the reasonably foreseeable future actions may encounter hazardous materials, but the different timeframes and locations of the actions are not anticipated to cause any cumulative impacts.
- Paleontology: There is a possibility to encounter paleontological resources during Preferred Alternative construction. The reasonably foreseeable future actions also have the potential to encounter paleontological resources, but the actions occur in different locations (miles apart) and are not anticipated to cause any cumulative impacts.
- Floodplain: The Preferred Alternative crosses six floodplains. One or more of the reasonably foreseeable future actions would also be constructed within floodplains, including the Elkhorn River floodplain. However, each project constructed within a 100-year floodplain boundary would need to go through an individual approval and permitting process that would account for consideration of overall impacts—past, present, and future—on floodplains and floodways.
- Water quality: The Preferred Alternative is located within wellhead protection areas for the communities of Pilger and Wisner. Thirteen domestic, irrigation, and monitoring wells may be closed or be relocated with the Preferred Alternative. The Preferred Alternative and reasonably foreseeable future actions would also include grading and soil disturbance. Cumulative impacts to surface and groundwater quality are not anticipated. Any project with an acre or more of soil or ground disturbance must meet National Pollutant Discharge Elimination System (NPDES) requirements, with protections for stormwater and water quality. Additionally, any impacts on wells or wellhead protection areas must comply with local and state regulations.
- Fish, Wildlife, and Vegetation: The Preferred Alternative was determined to have a minimal impact on wildlife. There are no biologically unique landscapes in the Study Area, and existing vegetation consists primarily of introduced species. Although reasonably foreseeable future actions may affect fish and wildlife, as well as their habitats, the Preferred Alternative would not contribute to cumulative impacts of the other considered actions. Additionally, federal, state, and NDOT standard specifications would require revegetation plans and other measures to restore disturbed areas post construction. The Preferred Alternative, as well as reasonably foreseeable actions, would comply with NDOT revegetation standard specifications and seed mixes.
- Threatened and endangered (T&E) species: The Preferred Alternative would result in a “May Affect, Not Likely to Adversely Affect” finding for the eastern black rail and northern long-eared bat. Conservation conditions to prevent an adverse effect would be utilized during construction. Although reasonably foreseeable future actions may also affect these T&E species, they would be evaluated under current NDOT T&E protocols with associated

construction commitments. Therefore, the Preferred Alternative would not contribute to cumulative impacts of the other considered actions.

Impacts of the No Build Alternative

Farmland

Although the two to four lane expansion of the Norfolk–Wisner segment of US-275 would not be constructed under the No Build Alternative, the other projects, including the Scribner–West Point and Wisner–West Point North projects, are presumed to occur. The one past resurfacing project and two future resurfacing projects may have converted, or may need to convert, farmland to a non-agricultural use, but amounts are expected to be minor. The past expanded cattle operation converted approximately 50 acres of farmland, but the conversion was consistent with local farmland uses. The two past US-275 projects, as well as the two future US-275 projects, are large expressway expansions, including a bypass around Scribner, as part of the Scribner to West Point project, and Hooper as part of Hooper East and West, which would convert adjacent farmland to highway ROW. Impacts on farmland as part of the past Hooper East and West and Norfolk East projects were evaluated as part of those projects, and coordination was completed with the US Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) as needed. Impacts on farmland for the Scribner to West Point project were evaluated as part of the Environmental Impact Statement (EIS) led by the US Army Corps of Engineers (USACE). USACE and NRCS issued a joint Record of Decision (ROD) approving the project on May 5, 2021. The Wisner–West Point North project is in the planning phase and impacts on farmland would be considered throughout project development. Additional coordination with NRCS would be completed if needed during that time. No substantial cumulative impacts on farmland under the No Build Alternative are likely to occur.

Community Impact Assessment and Transportation

The No Build Alternative would not construct the Project, but the other projects identified above are presumed to occur. As a result, there would be no work beyond what is needed to complete routine roadway and bridge maintenance activities on US-275 between N-57 and Wisner. Users would have an expressway from Wisner to Omaha and N-57 to Norfolk, but a 2-lane highway in between the 4-lane segments. While connectivity would improve for areas along the Scribner–West Point and Wisner–West Point North projects, the No Build alternative is expected to have negative long-term impact on the communities and services in the Study Area. Connectivity along the US-275 corridor would remain fragmented, and traffic delays between Norfolk and Fremont would increase as traffic volumes increase. The past cattle operation expansion would also contribute to increased heavy truck traffic as cattle are taken to market. Delays would impact access to services and communities between N-57 and Wisner, west to Norfolk, and east to West Point.

Adverse impacts on the transportation network during construction of the other identified cumulative projects would be short-term and minor due to the 2+2 construction method that will allow traffic to be maintained on existing traffic lanes. Impacts would result from county road detours increasing driving time and distance to reach intended destinations, shifted traffic patterns that would be required to accommodate construction sites, lane closures, and closure/relocation of access points along the US-275 construction corridor.

Wetlands and Water Resources

Although the two to four lane expansion of the Norfolk–Wisner segment of US-275 would not be constructed under the No Build Alternative, the other projects, including the Scribner–West Point and Wisner–West Point North projects, are presumed to occur. The three past roadway projects and cattle operation expansion have been or would be completed and impacts on wetlands and water resources

have been evaluated and permitted as part of those projects. Wetland and water resource impacts for each future project can be expected, but each project would be required to follow local, state, and federal laws, which would reduce any cumulative impacts on wetlands and water resources. Additionally, any project utilizing federal transportation funds must adhere to the net gain of wetland policy (23 CFR 777.11(g)) where there would be no net loss of wetlands across the program in a given year.

The Scribner–West Point project was permitted for wetland and water resource impacts under a Clean Water Act Individual Permit on May 12, 2021. The project was permitted for 114.51 acres of permanent wetland impacts with 136.7 acres of compensatory mitigation occurring at two mitigation sites and two mitigation banks. The Wisner – West Point project is in the early planning stages. Design has not begun, but for purposes of this analysis, widen north and widen south corridor-level alternatives have been developed. Preliminary wetland impacts with these alternatives range from 14 to 45 acres and waterway impacts range from 1,500 feet to 3,500 feet. Actual wetland and water resource impacts would be determined during final design and all impacts from the Wisner – West Point project would be permitted in compliance with Section 404 of the Clean Water Act and mitigated according to the permit.

Impacts of the Preferred Alternative

Farmland

The Project's Preferred Alternative would convert ~~324~~ 328 acres of farmland into an expressway system. Approximately ~~213~~ 217 acres of this farmland are listed as prime or unique. The NRCS-CPA-106 (Farmland Conversion Impact Rating for Corridor Type Projects) forms show that the highest possible "Total Points" that could be reached would only be 157 in Stanton County and 159 in Cuming County. The 160-point site assessment threshold for additional site consideration and protection would not be reached. The Preferred Alternative would not likely result in the conversion of surrounding farmland to nonagricultural use, beyond that needed for the Preferred Alternative. No coordination with NRCS is required. As discussed in the No Build Alternative, the two resurfacing projects may need to convert farmland to a non-agricultural use, but amounts are expected to be very minor, and the expanded cattle operation is consistent with agricultural land uses. Farmland impacts resulting from the Scribner–West Point project were evaluated under the USACE EIS and determined to be minor. The EIS was approved by both USACE and NRCS. Farmland impacts resulting from the Wisner–West Point North project would be similar in magnitude to the Scribner – West Point project and the Preferred Alternative as it would be constructed using the same 2+2 method as these other projects. Cumulative impacts on farmland from construction of the Preferred Alternative with the other projects are expected to be minor and beneficial because the projects would improve the transportation network and would benefit agriculture in the Study Area.

Community Impact Assessment and Transportation

Cumulative impacts are not anticipated between the Preferred Alternative and the two resurfacing projects, one past resurfacing project, and the expanded cattle operation. The two resurfacing projects would be completed by the time the Preferred Alternative would begin construction, and adverse cumulative impacts on the communities surrounding the projects, as well as the transportation facilities, would not occur. US-275 is currently experiencing additional heavy truck traffic from the expanded cattle operation, and the Preferred Alternative would increase capacity and reduce the traffic delay associated with heavy truck traffic.

With regard to the Preferred Alternative, the past two US-275 projects, and the Scribner–West Point and Wisner–West Point North projects, constructing US-275's three remaining segments would result in beneficial, long-term, cumulative impacts on the surrounding communities and transportation

network within northeast Nebraska. The two previous US-275 projects were constructed 15 to 20 years ago and the communities along those segments of the corridor are already experiencing cumulative benefits from those expansions. The US-275 corridor serves as a critical connection between major food producers, American-made steel, and the wider US economy. According to the 2017 Census of Agriculture, the counties adjacent to the corridor have some of the highest levels of cattle and grain production in the US. The US-275 improvements would provide more reliable regional access, thereby enhancing the economic, employment, service, healthcare, and educational connections for the surrounding region. Expanding and improving the corridor would better connect producers to Nebraska's freight and passenger transportation network. The projects would decrease transportation costs and improve access for shippers and residents of adjacent rural communities by reducing unexpected delays and supply chain bottlenecks and improving travel times. The 2015 Nebraska's Highway 275 4-Lane Expansion report estimated an increase of \$1.2 billion in the State of Nebraska gross domestic production (the total value of goods and services) over 15 years from construction of the 47-mile segment of US-275 from Hooper to Norfolk (Goss and Associates 2015). Adverse impacts on the transportation network during construction of the other identified cumulative projects would be short-term and minor due to the 2+2 construction method that allows traffic to be maintained on existing traffic lanes. The minor short-term impacts would result from county road detours increasing driving time and distance to reach intended destinations, shifted traffic patterns that would be required to accommodate construction sites, lane closures, and closure/relocation of access points along the US-275 construction corridor.

The Preferred Alternative, in conjunction with the Scribner–West Point and Wisner–West Point North projects, has the potential to induce growth in the region. Improvements to all three remaining US-275 segments would accommodate increased vehicular volume and connections, likely resulting in expanded regional development, particularly in Norfolk. As discussed above, Norfolk is a regional hub for commercial and industrial development. The timeframe for this growth is not known, but it is likely beyond 10 years in the future. The City of Norfolk has an economic development plan in place to address new and existing business expansions within the area. For the three US-275 projects, it is anticipated that there could be an increase in development in the Norfolk area, but the projects are unlikely to increase development along most of the corridor. This is due to the low population density, the lack of centers of employment, and the agricultural nature of the Study Area. As such, development along the corridor would not be considered induced as the projects' purposes are connectivity and not development.

Wetlands and Water Resources

Cumulative impacts would not occur between the Preferred Alternative and the three resurfacing projects because these other projects would have minimal impacts on wetlands and water resources. Cumulative impacts would also not occur in conjunction with the two past roadway expansion projects (Norfolk East and Hooper East and West) and past expanded cattle operation because these projects were constructed more than a decade before the Preferred Alternative and the wetland and water resource impacts of these past projects were mitigated at that time in accordance with local, state, and federal laws. Additionally, based on the time that has passed, mitigation for those projects would be fully established and functioning so any past impact would have been restored.

The Preferred Alternative is expected to impact approximately ~~13.15~~ 13.17 acres of wetlands and 0.61 acre of waterway. The impacted wetlands are predominantly located in roadside ditches and are dominated by non-native species. The affected waterways are typically incised and of low quality based on the Nebraska Stream Condition Assessment (NeSCAP). As discussed in the No Build Alternative, the Scribner–West Point project had 114.51 acres of wetland impact. Based on a preliminary analysis, wetland impacts from the Wisner – West Point project, are expected to be between 14 and 45 acres and waterway impacts between 1,500 feet and 3,500 feet. All wetland and

water resources impacts from the Wisner – West Point project would be permitted in compliance with Section 404 of the Clean Water Act and mitigated according to the permit. Additionally, any project utilizing federal transportation funds must adhere to the net gain of wetland policy (23 CFR 777.11(g)) where there would be no net loss of wetlands across the program in a given year.

The Preferred Alternative would ultimately have minor to moderate beneficial cumulative impacts on wetlands and water resources with consideration of resource quality and permitting and mitigation requirements for the Scribner–West Point and Wisner–West Point North projects. The 114.51 acres of wetland impact resulting from the Scribner – West Point project were mitigated via 136.7 acres of new wetlands at two mitigation banks and two mitigation sites. The two mitigation sites are located within 1 mile of the Elkhorn River and combined provide over 100 acres of high-quality wetlands and habitat compared to the impacted wetlands, many of which were narrow, low-quality ditch wetlands. Stream channel impacts with the Scribner - West Point project did not require mitigation. The Preferred Alternative and Wisner – West Point North projects would also create new wetlands at a greater than 1:1 ratio. The Preferred Alternative is anticipated to be mitigated at a mitigation site west of Wisner, adjacent to the Elkhorn River, creating a large area of high-quality wetlands and habitat in the Elkhorn River floodplain, compared to the low-quality ditch wetlands impacted by the Preferred Alternative. Additionally, stream impacts associated with the Preferred Alternative would be mitigated in accordance with the Nebraska Stream Condition Assessment Procedure (NeSCAP) and the Section 404 permit. Impacts resulting from the Wisner – West Point North project would be mitigated at an appropriate wetland mitigation bank or wetland and/or stream mitigation site. All sites constructed for mitigation are or would be located within the appropriate watershed and planted with an appropriate wetland seed mix. Due to this net increase in wetlands as well as the increased quality of wetlands and habitat developed in conjunction with the projects, cumulative impacts on wetlands and water resources are expected to be minor to moderate and beneficial.

Conclusions

The Preferred Alternative would not result in long-term adverse cumulative impacts to farmland or wetlands and water resources in consideration of past, present, or reasonably foreseeable actions. The Preferred Alternative would result in long-term beneficial cumulative impacts to the communities and transportation network surrounding the US-275 corridor. Each project would improve the condition and reliability of the transportation network and increase connectivity to essential services within the region, resulting in cumulative beneficial impact. Temporary impacts associated with Preferred Alternative construction are expected but would not result in cumulative impacts with the other projects as they occur in different timeframes and locations.

Memo

Date:	Tuesday, March 14, 2023		
Project:	NDOT US-275 Norfolk-Wisner Project No. 275-6(1052) CN 32319	HDR Project No.	10165712
To:	NDOT		
From:	HDR		
Subject:	Responses to USACE Questions on Logical Termini and Independent Utility		

The following memo is provided in response to January 2023 concerns expressed by USACE NRO regarding logical termini and independent utility, as they relate to the NDOT projects on US-275 between Norfolk and Scribner, Nebraska (Norfolk to Wisner, Wisner to West Point, and West Point to Scribner). This memo documents that each of these projects has logical termini and independent utility.

Logical Termini

Norfolk to Wisner – the Norfolk to Wisner project has a straight-forward definition of logical termini as connecting two segments of 4-lane roadway between the existing four lanes of US-275 at N-57 and the four-lane segment within Wisner. An Environmental Assessment and preliminary design are currently being developed for this segment and construction funding is included in the STIP.

West Point to Scribner – the US-275 West Point to Scribner Expressway EIS section on logical termini (1.1.2 of Volume I) relies on NDOT's establishment of the project's logical termini and summarizes NDOT's rationale. The southern terminus was noted as connecting to the existing 4-lane highway with no additional discussion or detail. However, there was substantial discussion to justify the northern terminus (west of N-9) since that terminus did not connect to a four-lane section and was not an obvious terminus (such as connecting two segments of four-lane roadway). The justification included discussion of rationale for including N-9 with the project and crossover geometry, including undesirable situations such as on a superelevated curve, in proximity to a bridge with guardrail, proximity to intersections, etc. This segment is currently under construction.

Wisner to West Point – the Wisner to West Point project also has straight-forward logical termini as connecting two segments of 4-lane roadway between the existing four lanes of US-275 in Wisner and the soon to be completed four-lane roadway west of N-9 (currently under construction with the West Point to Scribner Expressway). This segment is currently funded for design, but design has not yet started. Construction funding is not currently included in the STIP.

The methodology contained in FHWA's paper on Development of Logical Termini ([Environmental Review Toolkit \(dot.gov\)](#)) supports the development of the remaining two-lane US-275 corridor as three separate segments with logical termini based on funding availability:

"If there is a demonstrated need for improvements in the entire corridor from point A to point C, there may still be no funding available and no likelihood of improving the entire corridor in the near future. In this case, the project from point A to point B could still be implemented..." This statement includes the caveat that the following conditions are met, all of which are met by the US-275 projects.

- Project serves an identified need and stands on its own from point A to point B
- Project would not force immediate improvements on the remainder of the facility from point B to point C
- Project does not restrict alternatives on the remaining segment to the point where environmental requirements would be difficult or impossible to satisfy.

When the decision to move forward with three separate projects was made back in 2018, funding was only available for the Scribner to West Point segment. Since then, NDOT has identified funding for the Norfolk to Wisner segment and has been developing NEPA documentation for that stand alone project. Construction funding for the remaining segment, Wisner to West Point is not programmed and the timeframe for construction is uncertain and dependent on many factors related to NDOT's overall STIP.

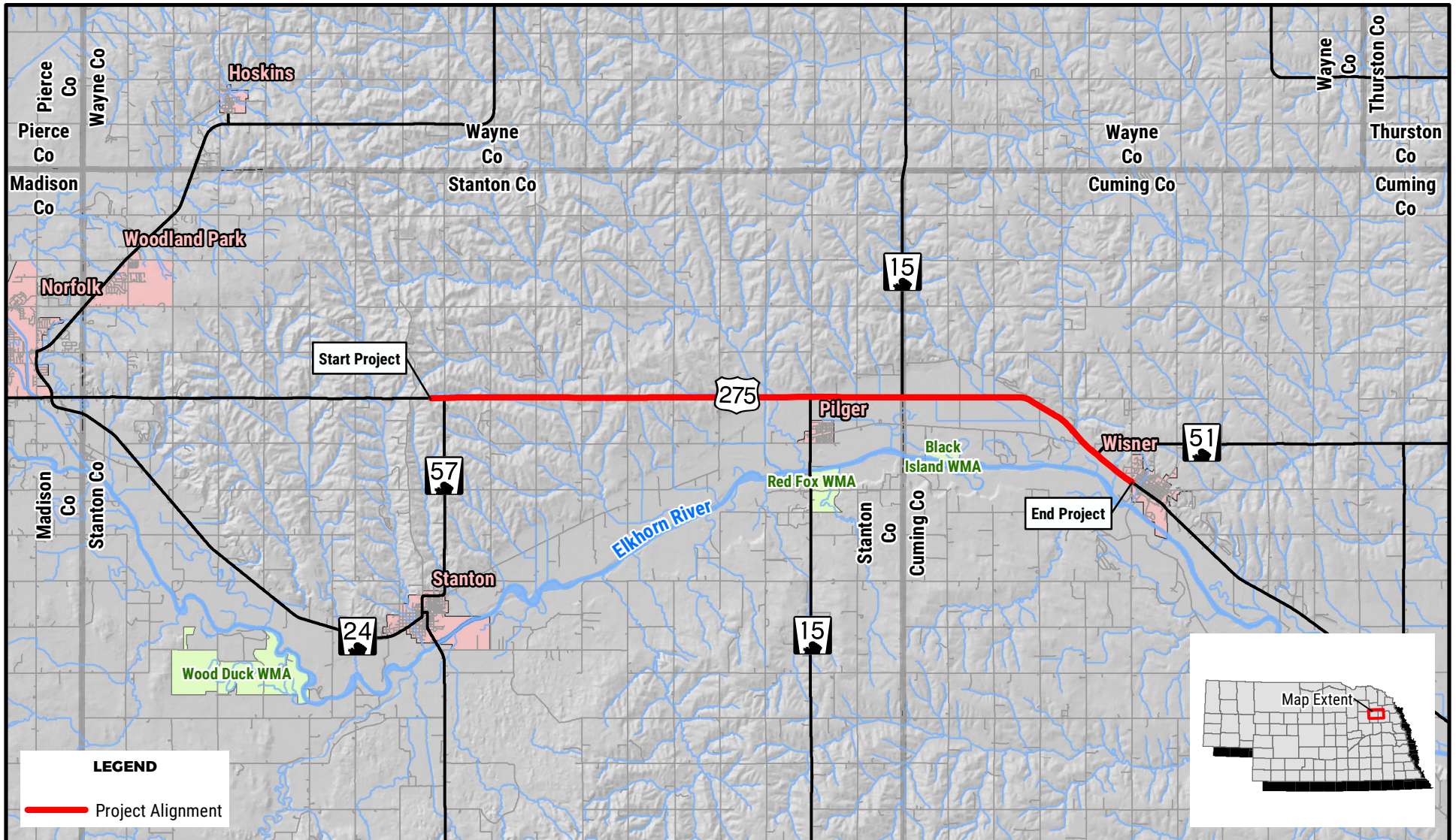
Independent Utility

Elements of a project's independent utility are its ability to meet the project purpose and need and be able to stand on its own if adjacent projects are not constructed. The Norfolk to Wisner project purpose is to advance the Norfolk to Fremont expressway and provide increased connectivity to northeast Nebraska. The project would provide function and value (via additional miles of divided four-lane expressway) and would satisfy its FHWA-defined purpose. The US-275 Scribner to West Point purpose and need, defined as "USACE Overall Project Purpose" in the US-275 West Point to Scribner Expressway EIS ([EIS - US 275 \(army.mil\)](#)), is as follows "The overall Project purpose, as defined by USACE, is to safely and efficiently improve regional connectivity between West Point and Scribner for existing and future traffic volumes...". The project is currently under construction and would fulfill its purpose and need.

Additionally, the independent utility of the projects within the US-275 corridor have a noteworthy difference when compared with the US-30 Schuyler to Fremont expressway corridor, for which USACE evaluated environmental impacts for the entire corridor and authorized construction of the three segments via a single Section 404 permit with two amendments. US-30 involved new alignment and project segmentation in the middle of an undeveloped field (well removed from the existing highway corridor). That is, the easternmost US-30 segments were wholly dependent upon one another and did not have independent utility. That is not the case along US-275. Both the Norfolk to Wisner project and Scribner to West Point project are located approximately 12 miles apart from each other and would be constructed years apart, construction beginning in 2025 for Norfolk to Wisner and construction finishing in 2024 for Scribner to West Point. These two projects can be considered independent from each other. With regards to the Wisner to West Point project, the two previous US-275 projects would be constructed and serve their intended purpose and needs regardless of whether the Wisner to West Point Expressway segment was ever constructed.

Conclusion

As the lead federal agency for NEPA, USACE determined that the West Point to Scribner project has logical termini and independent utility. Similarly, FHWA, as the lead federal agency for NEPA, determined that the Norfolk to Wisner project has logical termini and independent utility. During the initial multi-agency coordination meeting in 2019 and the three subsequent pre-application meetings spanning 2019-2021, neither USACE nor any other agencies have expressed concerns about the logical termini for the Norfolk to Wisner project. Additionally, all three segments of would have independent utility from each other due to funding, construction timing, and location.



NEBRASKA
DEPARTMENT OF TRANSPORTATION

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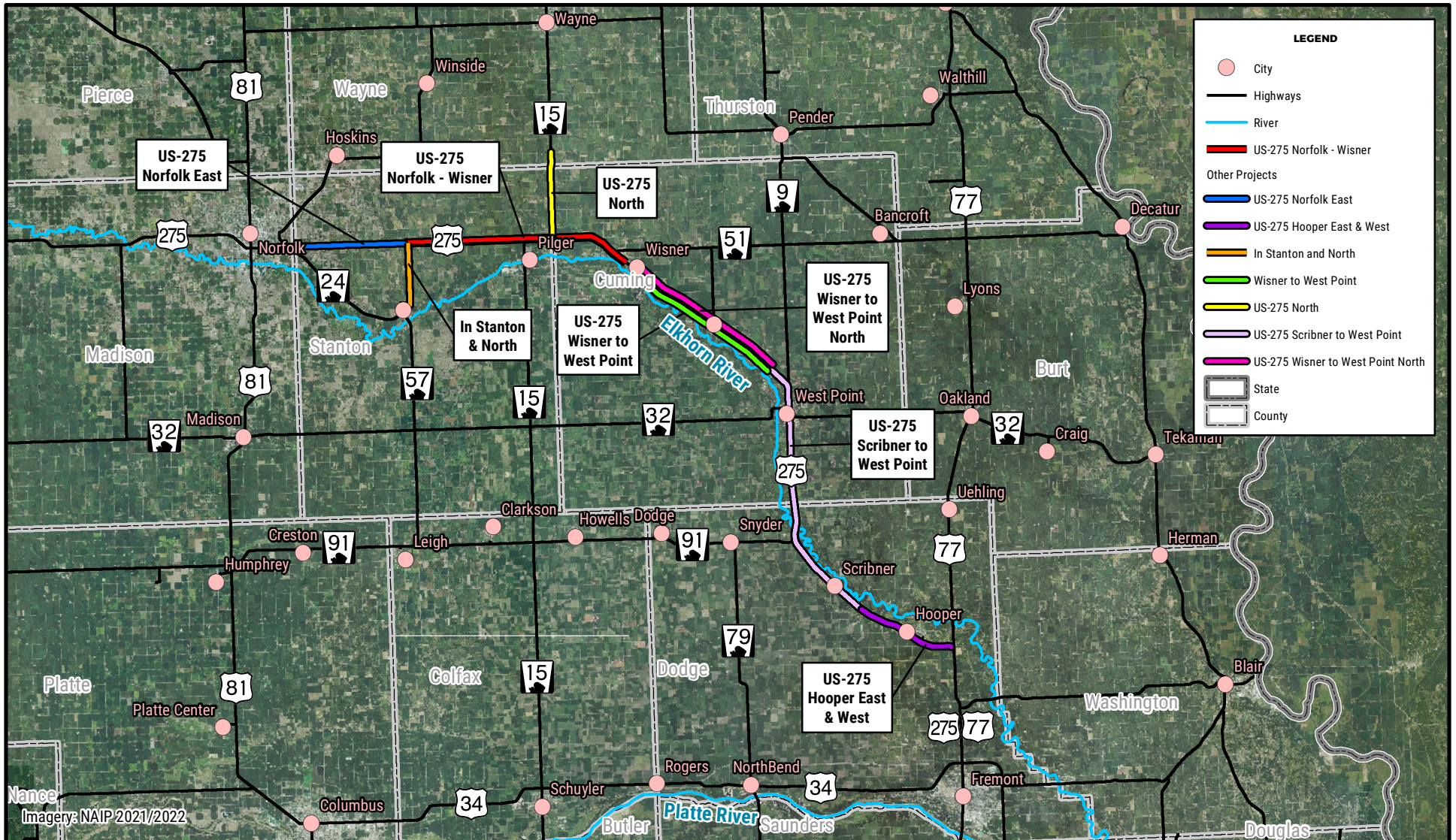


PROJECT LOCATION

NORFOLK - WISNER
PROJECT NO.: S-275-6 (1052)
CONTROL NO.: 32319

DATE: 11/18/2022

FIGURE 1



NEBRASKA
DEPARTMENT OF TRANSPORTATION

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PROJECTS CONSIDERED

NORFOLK - WISNER
PROJECT NO.: S-275-6(1052)
CONTROL NO.: 32319

DATE: 1/30/2023

FIGURE 2

Appendix G

Wetland Mitigation Site Resource Reviews



Nebraska State Office

Federal Building, Room 152
100 Centennial Mall North
Lincoln, NE 68508-3866

Subject: LNU-Farmland Protection
Norfolk Wisner Wetland Mitigation Project
NEPA/FPPA Evaluation
Cuming County, Nebraska

Date: March 26, 2024

To: HDR Inc

Attn: Carmen Modrcin, Environmental Project Manager (carmen.modrcin@hdrinc.com)

We have reviewed the information provided in your correspondence dated March 22, 2024, concerning the wetland mitigation project located in Cuming County, Nebraska. This review is part of the National Environmental Policy Act (NEPA) evaluation for the Federal Highway Administration (FHWA) and U.S. Army Corps of Engineers (USACE). We have evaluated the proposed site as required by the Farmland Protection Policy Act (FPPA).

The proposed site contains areas of Prime Farmland and Statewide Important Farmland and we have completed the Farmland Conversion Impact Rating form (AD-1006) for the proposed site. The combined rating of the site is 111. The FPPA law states that sites with a rating less than 160 will need no further consideration for protection and no additional evaluation is necessary. We encourage the use of accepted erosion control methods during the construction of this project.

If you have further questions, please contact Elizabeth Gray at 402-437-4068 or by email at Elizabeth.gray@usda.gov (preferred).

Sincerely,

ELIZABETH GRAY

Digitally signed by ELIZABETH
GRAY

Date: 2024.03.26 12:09:37 -05'00'

Elizabeth Gray

USDA-NRCS Nebraska Assistant State Soil Scientist

Attachment: 32319_Wisner_Mitigation_AD1006_20240319

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 3/22/24				
Name of Project Norfolk - Wisner		Federal Agency Involved FHWA/USACE				
Proposed Land Use Wetland Mitigation Site		County and State Cuming, Nebraska				
PART II (To be completed by NRCS)		Date Request Received By NRCS 3/22/2024		Person Completing Form: Elizabeth Grav		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES ☒	NO ☐	Acres Irrigated 55,579	Average Farm Size 436	
Major Crop(s) Corn, Soybeans, Small Grains	Farmable Land In Govt. Jurisdiction Acres: 364090% 98.98200180		Amount of Farmland As Defined in FPPA Acres: 31566% 85.82957958218			
Name of Land Evaluation System Used NCCPI	Name of State or Local Site Assessment System None		Date Land Evaluation Returned by NRCS 3/26/2024			
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		112				
B. Total Acres To Be Converted Indirectly		0				
C. Total Acres In Site		112				
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		63.0530				
B. Total Acres Statewide Important or Local Important Farmland		0				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.03076				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		85.0				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		46.0				
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	15				
2. Perimeter In Non-urban Use	(10)	10				
3. Percent Of Site Being Farmed	(20)	11				
4. Protection Provided By State and Local Government	(20)	0				
5. Distance From Urban Built-up Area	(15)	15				
6. Distance To Urban Support Services	(15)	5				
7. Size Of Present Farm Unit Compared To Average	(10)	0				
8. Creation Of Non-farmable Farmland	(10)	0				
9. Availability Of Farm Support Services	(5)	5				
10. On-Farm Investments	(20)	4				
11. Effects Of Conversion On Farm Support Services	(10)	0				
12. Compatibility With Existing Agricultural Use	(10)	0				
TOTAL SITE ASSESSMENT POINTS		160	65	0	0	0
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	46	0	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	65	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	111	0	0	0
Site Selected: A		Date Of Selection 3/22/24		Was A Local Site Assessment Used? YES ☐ NO ☒		
Reason For Selection:						
Name of Federal agency representative completing this form:						
Date:						

(See Instructions on reverse side)

Form AD-1006 (03-02)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map, or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.

Memo

Date: March 22, 2024

Project: 32319: Norfolk – Wisner (S-275-6(1052))

Subject: Rationale for NRCS-AD-1006 – Wetland Mitigation Site

The federal Farmland Protection Policy Act of 1981 (FPPA; 7 CFR 658) was enacted to minimize unnecessary conversion of farmland to other uses as a result of federal decisions. In addition, the FPPA states that federal programs should be compatible with state and local policies or programs that protect farmland. The Natural Resources Conservation Service (NRCS) oversees FPPA compliance. The overall Norfolk - Wisner project was previously evaluated for farmland impacts, but after identification of a site for creation of a wetland mitigation site, farmland impacts are being separately evaluated. The NRCS-AD-1006 (Farmland Conversion Impact Rating) form is used to evaluate farmland impacts from federal projects. The rationale for the applicant's responses is detailed below.

Cuming County

Part III.

- A. Total Acres to be Converted Directly = acreage of farmland in the preliminary impact area – 112 acres
- C. Total Acres in the Site = acreage of farmland that would be converted directly or indirectly – 112 acres

Part VI.

1. *How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?* (0 to 15 pts.)

Area in non-urban use within 1 mile of the site was determined to be greater than 90%. This determination was made quantitatively based on a 1-mile buffer of the site compared to the latest census boundaries for cities (Wisner).

Points assigned: 15

2. *How much of the perimeter of the site borders on land in nonurban use* (0 to 10 pts.)

The perimeter of project was estimated at 100% non-urban use, based in part that roadway and associated ROW are considered to be urban uses.

Points assigned: 10

3. *How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than 5 of the last 10 years?* (0 to 20 pts.)

The former Elkhorn River oxbow within the wetland mitigation site is approximately 36 acres. Unfarmable wetland in agricultural setting wetlands over the last 3 of 5 years is estimated at approximately 12 acres. Overall, approximately 57% of the 112-acre site is being farmed or hayed.

Points assigned: 11

4. *Is the site subject to State or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland? (0 or 20 pts.)*

Nebraska has no local or state protection programs specifically addressing conversion of Prime Farmland.

Points assigned: 0

5. *How close is the site to an urban built-up area?*

The site is less than 1 mile from but is not adjacent to an urban built-up area. The site is approximately 3,000 feet from the built-up urban area of Wisner.

Points Assigned: 15

6. *How close is the site to water lines, sewer lines and/or other local facilities and services whose capacities and design would promote nonagricultural use?*

The city of Wisner is located within one mile of the site and includes utility lines, schools, and emergency response services. Per the FPPA Manual, "some of the services exist more than 1 but less than 3 miles from the site".

Points Assigned: 5

7. *Are the farm units containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the NRCS field offices in each State. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.) (0 to 10 pts.)*

The average farm size for Cuming County is 452 acres. The site is approximately 25% of the average farm size.

Points assigned: 0

8. *If the site is chosen for the project, how much of the remaining land on the farm will become nonfarmable because of interference with land patterns? (0 to 25 pts.)*

The site would be entirely converted.

Points assigned: 0

9. *Does the site have available adequate supply of farm support services and markets (i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets)? (0 to 5 pts.)*

The site location has availability to all services.

Points assigned: 5

10. *Does the site have substantial and well-maintained on-farm investments, such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures? (0 to 20 pts.)*

There are no known or obvious large on-site improvements. Driveways and fencing are present.

Points assigned: 4

11. *Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area? (0 to 25 pts.)*

There would not be a significant reduction in demand for support services if the 112 acres of farmland are converted to a wetland mitigation site. The 112 acres of farmland to be converted represents less than 1 percent of the 383,286 acres of farmland in Cuming County.

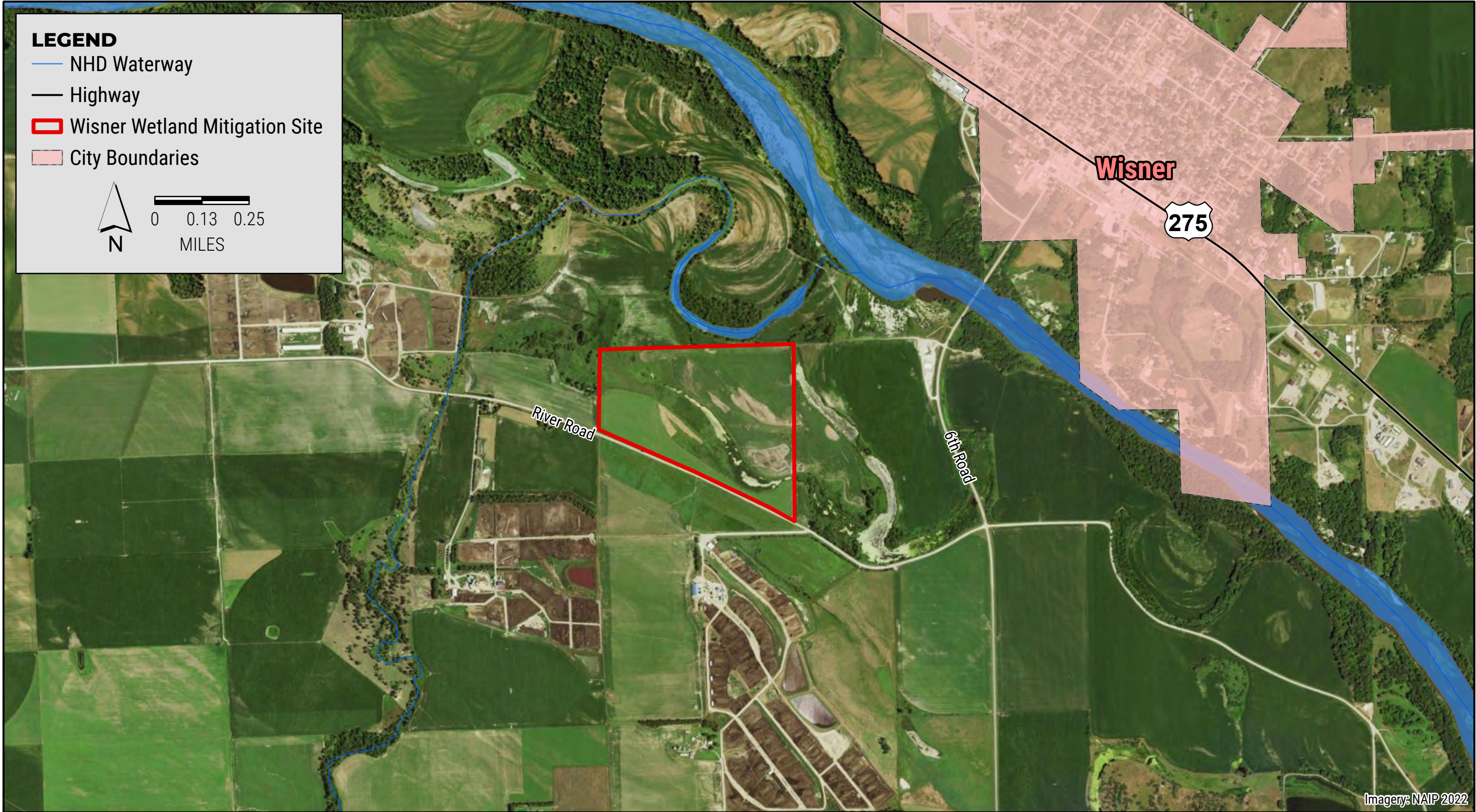
Points assigned: 0

12. *Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use? (0 to 10 pts.)*

The proposed wetland mitigation site is fully compatible with existing agricultural use. The project would not likely result in the conversion of surrounding farmland to nonagricultural use.

Points assigned: 0

Total Points assigned for Part VI: 65



From: [Bede, Aaron](#)
To: [Ziska, Courtney](#)
Subject: Re: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)
Date: Thursday, March 14, 2024 2:24:10 PM

Courtney,

There does not appear to be any hazmat sites of concern near the proposed wetland mitigation area. I don't have any current concerns with this location.

Aaron Bedea
Hazmat, Noise, & Air Specialist

Nebraska Department of Transportation
Office: 402-479-4312
Cell: 402-613-3694
aaron.bede@nebraska.gov

From: Bedea, Aaron <Aaron.Bede@nebraska.gov>
Sent: Tuesday, March 5, 2024 2:30 PM
To: Ziska, Courtney <Courtney.Ziska@nebraska.gov>; Stupka, Stacy <stacy.stupka@nebraska.gov>; Renner, Blayne <blayne.renner@nebraska.gov>; Greiner, Matthew <Matthew.Greiner@nebraska.gov>; Hartman, Jeff <jeff.hartman@nebraska.gov>; Hollis, Lauris <Lauris.Hollis@nebraska.gov>; Baker, Kimberly K <kimberly.k.baker@nebraska.gov>; Ramirez, Julie <julie.ramirez@nebraska.gov>; Hall, Kyle <kyle.hall@nebraska.gov>
Cc: Trenne, Ben <Ben.Trenne@nebraska.gov>; Nelsen, Lucas <lucas.nelsen@nebraska.gov>; Bui, Tony <tony.bui@nebraska.gov>; Huebner, Samantha <samantha.Huebner@nebraska.gov>
Subject: Re: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)

Courtney,

There are no sites with hazmat concerns at these intersection locations that will be impacted by the updated work.

This will also not impact the existing noise determination.

The hazmat, noise, & air determinations will remain valid.

Thanks,
Aaron Bedea
Hazmat, Noise, & Air Specialist

Nebraska Department of Transportation

Office: 402-479-4312
Cell: 402-613-3694
aaron.bede@nebraska.gov

From: Ziska, Courtney <Courtney.Ziska@nebraska.gov>

Sent: Tuesday, March 5, 2024 2:12 PM

To: Stupka, Stacy <stacy.stupka@nebraska.gov>; Bedea, Aaron <Aaron.Bede@nebraska.gov>; Renner, Blayne <blayne.renner@nebraska.gov>; Greiner, Matthew <Matthew.Greiner@nebraska.gov>; Hartman, Jeff <jeff.hartman@nebraska.gov>; Hollis, Lauris <Lauris.Hollis@nebraska.gov>; Baker, Kimberly K <kimberly.k.baker@nebraska.gov>; Ramirez, Julie <julie.ramirez@nebraska.gov>; Hall, Kyle <kyle.hall@nebraska.gov>

Cc: Trenne, Ben <Ben.Trenne@nebraska.gov>; Nelsen, Lucas <lucas.nelsen@nebraska.gov>; Bui, Tony <tony.bui@nebraska.gov>; Huebner, Samantha <samantha.Huebner@nebraska.gov>

Subject: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)

Hi all,

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- As many of you have already heard, the proposed R-cut intersections have been removed from the project design in response to public concerns. Instead, two-stage crossings have been introduced at the 568th Avenue, 569th Avenue, 570th Avenue, and 571st Avenue intersections. To accommodate the two-stage crossings, the medians at the intersections will be widened. The west two intersections, 568th Avenue and 569th Avenue, already have a 92-foot-wide median that can facilitate a two-stage crossing. The median at the two east intersections, 570th Avenue and 571st Avenue, were previously planned to be 78 feet wide and will be widened to 92 feet. The widening of medians has changed the Impact Area, including a small area east of 570th Avenue that extends south of the original project study area. See the attached **Intersection Design Modifications** pdf from the draft FEA to see how these changes have altered the Impact Area. Additional details regarding this change, and the resources reviewed to date in response to the changes, can be found in Chapter 3, Section 3.2 of the [FEA](#) document.
- Some of you may also be aware that NDOT is proposing to mitigate wetland impacts at the Wisner Wetland Mitigation Site located southwest of Wisner. The site location is depicted in the attached **Wisner Mitigation Site Location** pdf and kmz. NDOT would like to capture environmental review of this mitigation site within the FEA, if at all possible. It is possible that you may have already considered this site as mitigation options were being explored in years prior.

If applicable, please review these changes and let us know if you have any concerns as they pertain to your resource. If you feel that a supplemental review and/or additional fieldwork is necessary, please provide an estimate as to when you anticipate your review may be completed. The current project schedule proposes to send the FEA to FHWA for review on 4/1/2024. As you complete your reviews, please also confirm that the Mitigation Measures listed in Chapter 4 of the FEA remain accurate.

Let me know if you have any questions or concerns –

Thanks,
Courtney

From: [Shane Tucker](#)
To: [Ziska, Courtney](#)
Subject: RE: NDOT CN 32319 Norfolk - Wisner - Wetland Mitigation Site and Paleontological Resources
Date: Wednesday, May 1, 2024 8:42:53 AM

As far as the mitigation site, we have one vertebrate paleontology locality from the Elkhorn River floodplain that is 1 mile south and 2.5 miles east. This is a former commercial gravel mining operation. Alluvial sediments have a higher potential for fossil resources but they are usually isolated occurrences. There may be fossils in the proposed mitigation area but we would salvage them as needed during construction.

Let me know if you need anything else. Thanks for keeping me posted.

Shane

From: Ziska, Courtney <Courtney.Ziska@nebraska.gov>
Sent: Wednesday, May 1, 2024 8:16 AM
To: Shane Tucker <stucker3@unl.edu>
Subject: NDOT CN 32319 Norfolk - Wisner - Wetland Mitigation Site and Paleontological Resources

Caution: Non-NU Email

Hi Shane,

You had previously provided a memo evaluating impacts to paleontological resources for NDOT Project No S-275-6(1052), CN 32319 Norfolk – Wisner in Stanton and Cuming Counties (see attached Paleontology Appendix H from the Final EA). NDOT is proposing to mitigate wetland impacts related to this project at a 112-acre site located southwest of Wisner. The site is not located adjacent to the project corridor – see attached **Wisner Mitigation Site Location** pdf and kmz. Based on the proposed plans for the site, 0.5 – 3 feet of grading/excavation is anticipated across the site. Grading within the preserved oxbow area would not occur.

Can you please evaluate the proposed Wisner Mitigation Site and let us know if you have any concerns as they pertain to paleontological resources? Also let me know if you feel any changes are needed in regards to our environmental commitments for paleontological resources, noted below.

Paleontology Mitigation Measures:

For paleontological resources, additional field surveys and test excavations shall be conducted prior to construction by the Highway Salvage Paleontology Program (HSPP). The HSPP shall be informed throughout the planning process with regard to alignment choice, grading details, and borrow pit locations. On-site monitoring and the fossil mitigation plan shall be implemented throughout all

phases of construction. (NDOT, Contractor)

In the event of a discovery of paleontological materials during construction, NDOT Standard Specifications for Highway Construction, Subsection 107.10 (2017, pg. 64) states, "The Engineer shall be immediately notified when any such articles are uncovered, and the Contractor shall immediately suspend operations in the area involved until such time that arrangements are made for their removal and preservation." (Contractor)

Let me know if you need any additional information or have any questions –

Thanks,

Courtney Ziska

NEPA Specialist

courtney.ziska@nebraska.gov

office: (402) 479-4890

From: [Ramirez, Julie](#)
To: [Ziska, Courtney](#)
Cc: [Trenne, Ben](#); [Nelsen, Lucas](#); [Bui, Tony](#); [Huebner, Samantha](#); [Stupka, Stacy](#); [Bedea, Aaron](#); [Renner, Blayne](#); [Greiner, Matthew](#); [Hartman, Jeff](#); [Hollis, Lauris](#); [Baker, Kimberly K](#); [Hall, Kyle](#); [Harvey, Kirk](#); [Dayton, Jason](#)
Subject: RE: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)
Date: Thursday, March 14, 2024 1:38:46 PM

Courtney,

I don't see anything that needs to be revised due to the wetland mitigation site or the intersection changes. The floodplain PQS memo does state that permits will be required from Stanton County, Village of Pilger, Cuming County, and City of Wisner. This is different than what is stated in the section 4.19, shown below:

4.19 Floodplains

The US-275 roadway and bridges shall be designed to adequately convey flood flows along existing drainage patterns. Construction of the Project shall have floodplain encroachment, but Project impacts shall be certified that floodplain regulations are met, and a Floodplain Development Permit shall be obtained from Stanton and Cuming Counties prior to construction to certify that the proposed Project shall not raise the base flood elevation more than 1 foot. All conditions of the permit shall be adhered to during construction. (NDOT Environmental, Contractor)

Section 4.19 should be updated, but the floodplain PQS is still valid.

Julie A. Ramirez, P.E.

From: Ziska, Courtney <Courtney.Ziska@nebraska.gov>
Sent: Tuesday, March 5, 2024 2:13 PM
To: Stupka, Stacy <stacy.stupka@nebraska.gov>; Bedea, Aaron <Aaron.Bedeas@nebraska.gov>; Renner, Blayne <blayne.renner@nebraska.gov>; Greiner, Matthew <Matthew.Greiner@nebraska.gov>; Hartman, Jeff <jeff.hartman@nebraska.gov>; Hollis, Lauris <Lauris.Hollis@nebraska.gov>; Baker, Kimberly K <kimberly.k.baker@nebraska.gov>; Ramirez, Julie <julie.ramirez@nebraska.gov>; Hall, Kyle <kyle.hall@nebraska.gov>
Cc: Trenne, Ben <Ben.Trenne@nebraska.gov>; Nelsen, Lucas <lucas.nelsen@nebraska.gov>; Bui, Tony <tony.bui@nebraska.gov>; Huebner, Samantha <samantha.Huebner@nebraska.gov>
Subject: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)

Hi all,

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If applicable, please review these changes and let us know if you have any concerns as they pertain to your resource. If you feel that a supplemental review and/or additional fieldwork is necessary, please provide an estimate as to when you anticipate your review may be completed. The current project schedule proposes to send the FEA to FHWA for review on 4/1/2024. As you complete your reviews, please also confirm that the Mitigation Measures listed in Chapter 4 of the FEA remain accurate.

Let me know if you have any questions or concerns –

Thanks,
Courtney

From: [Renner, Blayne](#)
To: [Ziska, Courtney](#); [Stupka, Stacy](#); [Bede, Aaron](#); [Greiner, Matthew](#); [Hartman, Jeff](#); [Hollis, Lauris](#); [Baker, Kimberly K](#); [Ramirez, Julie](#); [Hall, Kyle](#)
Cc: [Trenne, Ben](#); [Nelsen, Lucas](#); [Bui, Tony](#); [Huebner, Samantha](#)
Subject: RE: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)
Date: Tuesday, March 5, 2024 3:14:26 PM

Good afternoon;

I have reviewed the plan revision, and I can confirm that the plan revision will not alter the water quality impacts and that the previously identified permitting requirements and commitments pertaining to water quality remain valid.

Blayne W. Renner
Stormwater Specialist
Roadside Development & Compliance
Project Development Section
Office: 402.479.4839
blayne.renner@nebraska.gov



From: Ziska, Courtney <Courtney.Ziska@nebraska.gov>
Sent: Tuesday, March 5, 2024 2:13 PM
To: Stupka, Stacy <stacy.stupka@nebraska.gov>; Bedea, Aaron <Aaron.Bede@nebraska.gov>; Renner, Blayne <blayne.renner@nebraska.gov>; Greiner, Matthew <Matthew.Greiner@nebraska.gov>; Hartman, Jeff <jeff.hartman@nebraska.gov>; Hollis, Lauris <Lauris.Hollis@nebraska.gov>; Baker, Kimberly K <kimberly.k.baker@nebraska.gov>; Ramirez, Julie <julie.ramirez@nebraska.gov>; Hall, Kyle <kyle.hall@nebraska.gov>
Cc: Trenne, Ben <Ben.Trenne@nebraska.gov>; Nelsen, Lucas <lucas.nelsen@nebraska.gov>; Bui, Tony <tony.bui@nebraska.gov>; Huebner, Samantha <samantha.Huebner@nebraska.gov>
Subject: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)

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Let me know if you have any questions or concerns –

Thanks,
Courtney

From: [Hollis, Lauris](#)
To: [Ziska, Courtney](#)
Subject: RE: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)
Date: Wednesday, March 13, 2024 10:19:54 AM

Courtney,

I have no issues with the PFEA. The design changes and impacts have been incorporated into the 32319 individual permit and the mitigation plan is still viable.

Lauris O. Hollis, Ph.D., PWS

Wetlands Project Manager

Nebraska Department of Transportation

1500 Highway 2
Lincoln NE 68509
OFFICE 402-479-3812
HOURS 7:00AM – 3:30PM
lauris.hollis@nebraska.gov

From: Ziska, Courtney <Courtney.Ziska@nebraska.gov>
Sent: Thursday, March 7, 2024 10:35 AM
To: Hollis, Lauris <Lauris.Hollis@nebraska.gov>
Subject: RE: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)

No problem at all, thanks for the response/update!

Courtney

From: Hollis, Lauris <Lauris.Hollis@nebraska.gov>
Sent: Thursday, March 7, 2024 10:26 AM
To: Ziska, Courtney <Courtney.Ziska@nebraska.gov>
Subject: RE: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)

Hi Courtney,

Sorry about the delayed response, but as yesterday's email revealed, I have been reviewing the individual permit and mitigation plans for 32319. I will have to review the FEA Errata and get back to you. -LH

Lauris O. Hollis, Ph.D., PWS

Wetlands Project Manager

Nebraska Department of Transportation

1500 Highway 2
Lincoln NE 68509
OFFICE 402-479-3812
HOURS 7:00AM – 3:30PM

From: Ziska, Courtney <Courtney.Ziska@nebraska.gov>

Sent: Tuesday, March 5, 2024 2:13 PM

To: Stupka, Stacy <stacy.stupka@nebraska.gov>; Bedea, Aaron <Aaron.Bedeas@nebraska.gov>; Renner, Blayne <blayne.renner@nebraska.gov>; Greiner, Matthew <Matthew.Greiner@nebraska.gov>; Hartman, Jeff <jeff.hartman@nebraska.gov>; Hollis, Lauris <Lauris.Hollis@nebraska.gov>; Baker, Kimberly K <kimberly.k.baker@nebraska.gov>; Ramirez, Julie <julie.ramirez@nebraska.gov>; Hall, Kyle <kyle.hall@nebraska.gov>

Cc: Trenne, Ben <Ben.Trenne@nebraska.gov>; Nelsen, Lucas <lucas.nelsen@nebraska.gov>; Bui, Tony <tony.bui@nebraska.gov>; Huebner, Samantha <samantha.Huebner@nebraska.gov>

Subject: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)

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- As many of you have already heard, the proposed R-cut intersections have been removed from the project design in response to public concerns. Instead, two-stage crossings have been introduced at the 568th Avenue, 569th Avenue, 570th Avenue, and 571st Avenue intersections. To accommodate the two-stage crossings, the medians at the intersections will be widened. The west two intersections, 568th Avenue and 569th Avenue, already have a 92-foot-wide median that can facilitate a two-stage crossing. The median at the two east intersections, 570th Avenue and 571st Avenue, were previously planned to be 78 feet wide and will be widened to 92 feet. The widening of medians has changed the Impact Area, including a small area east of 570th Avenue that extends south of the original project study area. See the attached **Intersection Design Modifications** pdf from the draft FEA to see how these changes have altered the Impact Area. Additional details regarding this change, and the resources reviewed to date in response to the changes, can be found in Chapter 3, Section 3.2 of the [FEA](#) document.
- Some of you may also be aware that NDOT is proposing to mitigate wetland impacts at the Wisner Wetland Mitigation Site located southwest of Wisner. The site location is depicted in the attached **Wisner Mitigation Site Location** pdf and kmz. NDOT would like to capture environmental review of this mitigation site within the FEA, if at all possible. It is possible that you may have already considered this site as mitigation options were being explored in years prior.

If applicable, please review these changes and let us know if you have any concerns as they pertain to your resource. If you feel that a supplemental review and/or additional fieldwork is necessary, please provide an estimate as to when you anticipate your review may be completed. The current project schedule proposes to send the FEA to FHWA for review on 4/1/2024. As you complete your reviews, please also confirm that the Mitigation Measures listed in Chapter 4 of the FEA remain accurate.

Let me know if you have any questions or concerns –

Thanks,
Courtney

From: [Greiner, Matthew](#)
To: [Ziska, Courtney](#); [Stupka, Stacy](#); [Bede, Aaron](#); [Renner, Blayne](#); [Hartman, Jeff](#); [Hollis, Lauris](#); [Baker, Kimberly K](#); [Ramirez, Julie](#); [Hall, Kyle](#)
Cc: [Trenne, Ben](#); [Nelsen, Lucas](#); [Bui, Tony](#); [Huebner, Samantha](#)
Subject: RE: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)
Date: Thursday, March 14, 2024 11:52:37 AM

Hello Courtney,

I have reviewed the changes. The T&E documents have covered the wetland mitigation site and the changes would not alter the T&E determination.

Thank you,

Matthew Greiner, M.S.

Environmental Specialist III – Threatened and Endangered Species

Nebraska Department of Transportation

1500 Nebraska Parkway, Lincoln NE 68502

OFFICE 402-479-4419

HOURS 8:00AM – 4:30PM

Matthew.greiner@nebraska.gov

From: Ziska, Courtney <Courtney.Ziska@nebraska.gov>
Sent: Wednesday, March 13, 2024 4:00 PM
To: Stupka, Stacy <stacy.stupka@nebraska.gov>; Bedea, Aaron <Aaron.Bede@nebraska.gov>; Renner, Blayne <blayne.renner@nebraska.gov>; Greiner, Matthew <Matthew.Greiner@nebraska.gov>; Hartman, Jeff <jeff.hartman@nebraska.gov>; Hollis, Lauris <Lauris.Hollis@nebraska.gov>; Baker, Kimberly K <kimberly.k.baker@nebraska.gov>; Ramirez, Julie <julie.ramirez@nebraska.gov>; Hall, Kyle <kyle.hall@nebraska.gov>
Cc: Trenne, Ben <Ben.Trenne@nebraska.gov>; Nelsen, Lucas <lucas.nelsen@nebraska.gov>; Bui, Tony <tony.bui@nebraska.gov>; Huebner, Samantha <samantha.Huebner@nebraska.gov>
Subject: RE: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)

Thanks to all who have reviewed the changes noted below on the CN 32319 Norfolk to Wisner project, and to those who have taken a look at the PFEA. Reminder that we'll be sending our initial comments back to HDR tomorrow, so please let me know if you have any comments on the PFEA, or concerns regarding your resource and the proposed wetland mitigation area and/or the intersection changes described below and in the attachments.

Thanks,
Courtney

From: Ziska, Courtney
Sent: Tuesday, March 5, 2024 2:13 PM
To: Stupka, Stacy <stacy.stupka@nebraska.gov>; Bedea, Aaron <Aaron.Bede@nebraska.gov>; Renner, Blayne <blayne.renner@nebraska.gov>; Greiner, Matthew <Matthew.Greiner@nebraska.gov>; Hartman, Jeff <jeff.hartman@nebraska.gov>; Hollis, Lauris <Lauris.Hollis@nebraska.gov>; Baker, Kimberly K <kimberly.k.baker@nebraska.gov>; Ramirez, Julie

<julie.ramirez@nebraska.gov>; Hall, Kyle <kyle.hall@nebraska.gov>

Cc: Trenne, Ben <Ben.Trenne@nebraska.gov>; Nelsen, Lucas <lucas.nelsen@nebraska.gov>; Bui, Tony <tony.bui@nebraska.gov>; Huebner, Samantha <samantha.Huebner@nebraska.gov>

Subject: FEA - CN 32319 Norfolk-Wisner, S-275-6(1052)

Hi all,

The preliminary FEA Errata and associated attachments for CN 32319 Norfolk – Wisner is currently available for review - [32319 PFEA](#). There are a few placeholders throughout the document highlighted in yellow. These are for public involvement and Section 4(f). NDOT is scheduled to provide comments on this draft by **3/14/2024**.

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Let me know if you have any questions or concerns –

Thanks,
Courtney

Appendix H

Sharpe Homestead Site Memorandum of Agreement



**MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION, THE NEBRASKA
DEPARTMENT OF TRANSPORTATION, AND
THE NEBRASKA STATE HISTORIC PRESERVATION OFFICE
REGARDING NORFOLK - WISNER
PROJECT NUMBER 275-6(1052)
CONTROL NUMBER 32319**

WHEREAS, The Nebraska Department of Transportation (NDOT) is proposing to expand existing US Highway 275 (US-275) from a two-lane highway to a four-lane expressway between Nebraska Highway 57 (N-57) and the city of Wisner, Nebraska, also known as the Norfolk - Wisner project (the Project), and is the Project sponsor; and

WHEREAS, the Project has been developed as a federal-aid project with the Federal Highway Administration (FHWA) as the lead federal agency; and

WHEREAS, NDOT would provide construction administration for the Project; and

WHEREAS, FHWA has defined the undertaking's area of potential effects (APE) as described in Appendix A, Figures 1 and 2; and

WHEREAS, FHWA has determined that the undertaking will have an adverse effect on the archeological site known as the Sharpe Homestead site, site number 25ST16, which is eligible for listing in the National Register of Historic Places (NRHP), and;

WHEREAS, FHWA has consulted with the Nebraska State Historic Preservation Office (SHPO)(Appendix B); and

WHEREAS, FHWA has consulted with the consulting parties listed in Appendix C; and

WHEREAS, FHWA has consulted with NDOT regarding the effects of the undertaking on historic properties and has invited them to sign this Memorandum of Agreement (MOA) as an invited signatory; and

WHEREAS, a public information meeting was held on September 10, 2019, to disclose the potential effects to the historic Sharpe Homestead site; and

WHEREAS, in accordance with 36 CFR Section 800.6(a)(1), FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation, and the ACHP has chosen not to participate in the consultation (Appendix D) pursuant to 36 CFR Section 800.6(a)(1)(iii); and

WHEREAS, SHPO concurred upon the proposed data recovery plan as presented in Appendix A; and

NOW, THEREFORE, FHWA, SHPO and NDOT agree that the undertaking, if advanced, shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

NDOT shall ensure that the following measures, based upon the data recovery plan, are carried out:

- I. NDOT shall record the Sharpe Homestead site to include the following information:
 - a. High resolution digital photographs of the Sharpe Homestead site prior to any construction activity at the site. Photographs shall be numbered and labeled according to NRHP standards and include at a minimum the following images:
 - i. Images of the setting and surrounding area including landscape and the county road to put the Sharpe Homestead site into a geographical context.
 - ii. Images of features mapped and/or excavated.
 - b. A site plan with detailed contour mapping including:
 - i. The location of each feature correlated with other known site features and site boundaries.
 - c. Select plan and profile views of site features shall be produced.
 - d. Limited mechanical stripping of two areas absent of structural anomalies shall be completed and documented.
 - e. Limited controlled hand-dug excavation units shall be excavated and documented.
 - f. A narrative description of the function, construction methods and character of features, placing the features into context regarding the Sharpe Homestead site and its history.
 - g. A final report shall be prepared which encompasses the information gained through these data recovery efforts.
- II. An electronic copy of the final report shall be submitted to FHWA, SHPO and Nebraska's State Archeology Office.
- III. GEOARCHEOLOGICAL TESTING
 - a. NDOT shall complete geoarcheological testing necessary to determine the presence of buried soils. This testing shall be based upon the most recent design plans.
 - b. NDOT shall coordinate with FHWA and SHPO prior to completing the geoarcheological testing.
 - c. NDOT shall submit results of the geoarcheological testing to FHWA and SHPO for review and approval and if appropriate follow Stipulation VIII(B)(5) through (C) of

the 2023 Statewide Programmatic Agreement to fully satisfy the assessment and resolution of an adverse effects to historic properties that may occur.

IV. DURATION

This MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VIII below.

V. POST-REVIEW DISCOVERIES

If properties are discovered after project construction begins, that may be historically significant or unanticipated effects on historic properties found, NDOT and FHWA shall follow Stipulation X(C) of the *Programmatic Agreement Among The Federal Highway Administration, The Nebraska State Historic Preservation Officer, The Advisory Council on Historic Preservation And The Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal-Aid Highway Program in the State of Nebraska*.

VI. MONITORING AND REPORTING

Each year following the execution of this MOA until it expires or is terminated, NDOT shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA's efforts to carry out the terms of this MOA. If the stipulations identified herein are carried out prior to the yearly anniversary, then no reporting is required.

VII. DISPUTE RESOLUTION

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objections cannot be resolved, FHWA will:

- a. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.
- b. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the

dispute from the signatories and concurring parties to the MOA and provide them and the ACHP with a copy of such written response.

- c. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VIII. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

IX. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking FHWA must either (a) execute an MOA pursuant to 36 CFR Section 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR Section 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FHWA and SHPO and implementation of its terms evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

SIGNATORIES

FEDERAL HIGHWAY ADMINISTRATION

RICHARD W FEDORA Digitally signed by RICHARD W
FEDORA
Date: 2024.05.20 09:25:22 -05'00' Date: _____

Wayne Fedora, Division Administrator
Federal Highway Administrator, Nebraska Division

NEBRASKA STATE HISTORIC PRESERVATION OFFICER


Betty Gillespie, Interim Deputy SHPO
History Nebraska

Date: 5/7/24

INVITED SIGNATORIES

NEBRASKA DEPARTMENT OF TRANSPORTATION



Vicki Kramer, Director
Nebraska Department of Transportation

Date: 5-13-24

Appendix A

Data Recovery Plan

Data Recovery Plan

Data Recovery Plan for Norfolk to Wisner, S-275-6(1052), CN 32319, Cuming and Stanton Counties

Prepared by the
Nebraska Highway Archeology Program

For the
Nebraska Department of Transportation
and the
Federal Highway Administration
August 2019

Introduction and Project Background

The construction of Nebraska Department of Transportation (NDOT) project S-275-6(1052) Norfolk to Wisner will add two lanes to US-275 between the intersection of US-275 and N-57 and the intersection of US-275 and 16th Street in Wisner, NE. At this time it is unclear where the lanes will be added and in response to this uncertainty a large APE that encompasses two additional lanes on either the north or south side of the existing highway has been used to develop this Data Recovery Plan (Figure 1). Intensive cultural resource surveys of the APE were conducted by History Nebraska (HN) archeologists between late 2016 and the summer of 2019. These surveys identified six archeological sites in the APE (Figure 2). Of these six only 25ST16 is eligible to the National Register of Historic Places (NRHP). Regardless of whether a north or south expansion is ultimately selected by NDOT, 25ST16 will be adversely affected by this project (Figure 3). This data recovery plan is designed to mitigate the adverse effect to the site by gaining new information from the archeology of the site.

25ST16 the Sharpe Homestead

25ST16 is an archeological site that is reported to be the first homestead in Stanton County. The site was marked by a sign from the local historical society for many years. HN archeologists investigated the site in 2012 for work on an unrelated project. At that time there were four shallow depressions, which are presumably former building locations. These were in a small portion of the site that was not tilled. There is also a large scatter of Euro-American artifacts extending west and south from the intersection of N-15 and US-275. 25ST16 was recommended as “eligible” for listing on the NRHP under Criterion D in 2012.

The site is in the APE for S-275-6(1052). In an effort to determine the location of any and all features at the site the Nebraska Highway Archeology Program contracted with the Midwest Archeological Center (MWAC) to perform a geophysical survey of the entire site. This work was completed in June of 2019. Three geophysical techniques were used on all or portions of the site and numerous anomalies relating to non-extant structures, utility lines, and fences were found (Figure 4 [Wiewel 2019]). The site retains a high degree of integrity. When combined with its age and local significance as the first homestead in Stanton County, the site is eligible to the NRHP under Criterion D.

Data Recovery Plan

Research Potential

The most common type of archeological site discovered in the Norfolk to Wisner APE are former locations of Euro-American farms and homesteads (Johnson 2019). With the exception of 25ST16, all date to the late 19th century and even well into the 20th century based on historic map sources and the type of artifacts discovered on the surface. In terms of research potential, these later sites have very limited utility. While the possibility does exist for preservation of features such as truncated outhouse pits or cellars, productive research and significance values have yet to be defined for post-statehood, late 19th and early 20th century archeological farmstead locations in eastern Nebraska in the absence of other important characteristics such as association with persons, events, and so forth. Essentially the historic and archival record of post-statehood eastern Nebraska rural settlement is sufficiently rich so that archeological research is not warranted at former farmstead locations without associations of important persons or events. None of these sites have obvious association with historically significant persons or events. All are therefore considered not eligible for the NRHP.

25ST16 poses an exception to this general rule of Euro-American sites significance. The Sharpe Homestead dates earlier than the other Euro-American sites as it was occupied as early as 1865 during the pre-statehood or "territorial" period. Archeological excavation of features associated with this site would enhance a reconstruction of life during the early settlement period. The quantity of archival documentation regarding rural settlement increases greatly during the later decades of the 19th century but is limited for the period during and before the Civil War. Although the site has later 19th and 20th century components, which are not significant, the remaining mid-19th century features such as cellars, foundations, privies, and trash deposits make this site eligible for the NRHP. While features that date to the late 19th and early 20th century are not eligible on their own, they will be documented if encountered during testing.

Research Topics

This site presents an opportunity to supplement what little we know about territorial period settlement from the historic record with archeological data. Three specific research topics are addressed in the proposed plan: 1) site structure; 2) subsistence; and 3) material culture. Site structure refers to the built environment of the site including types of structures present, their condition, and their distribution over the landscape. Subsistence refers to the types of food consumed by site residents. Material culture refers to the artifacts used by inhabitants to cope with their physical and social environment.

Site Structure

No surviving sketches or photographs of the Sharpe Homestead area are known to exist prior to a 1940's air photo. Consequently we know virtually nothing of the physical arrangement or functions of the early buildings present at the site. The questions that follow are directed toward a better understanding of the built environment at 25ST16:

1. What types of buildings were constructed at the site? What building materials were used?
2. Can the arrangement, modification, and replacement of buildings at the site expand our understanding of agriculture through time? Of particular interest at 25ST16 is the house, which some records indicate was the original frame home with numerous later additions added on to it.

Data from excavations will help define the size of structures and identify the materials with which they were made. Surviving structural elements, foundations, glass, nails and building hardware would provide useful data in understanding these structures.

Data Recovery Plan

Subsistence

Little is known regarding the composition of the diet or the means by which food was procured by the residents at 25ST16. Very few archeofaunal collections from mid-19th century to early 20th century Euro-American domestic sites have been reported in the Central Plains area. Some information can be gleaned from both published and unpublished sources regarding Euro-American subsistence on the homestead frontier (Snyder 1982; Bozell 1994; Bleed et al. 2008). The following questions relate to subsistence practices at 25ST16:

3. What was the composition and quality of diet for the residents of 25ST16?
4. Were some foods and beverages purchased from a local merchant or other source?
5. To what extent was the diet supplemented by hunting, fishing, or collecting of wild plant foods?
6. Were domestic animals raised, butchered, and processed on site?

Archeological data will identify foods actually consumed at the site. Animal bone can provide data on the kinds and relative quantities of animals consumed. It should be possible to determine which meat cuts were consumed as indicated by the bones present. Meat dishes can be inferred from some meat cuts. Butchering patterns can be determined from the types of bones present and from saw marks, chop marks, and cut marks.

Botanical remains including nuts, seeds, and other preserved plant parts are needed to provide additional data on the consumption of domesticated or wild plant foods. Flotation samples will be collected in order to facilitate identification of these small remains.

Material Culture

Much regarding material life at 25ST16, as well as many other territorial and early statehood period occupations, is unknown. The following questions are directed toward a better understanding of other basic needs:

7. What kinds of tools and other domestic goods were utilized by residents at 25ST16?
8. What kinds of health care and medical supplies were available to residents?

Glass and tin container fragments should provide evidence for consumption of certain types of foods and beverages. Switzer's (1974) study of glass containers recovered from the steamboat *Bertrand*, which sunk in the Missouri in 1865, identifies a range of bottled products that may also have been available: bitters, catsup, mustard, pickles, vegetables, honey, and others. Evidence for the relative amount of canned goods consumed may be derived from archeologically-recovered tin cans and can fragments, an artifact common to a wide variety of mid-to-late 19th century Euro-American sites.

Excavation Strategy

The information gained from the geophysical testing will be relied on to place the initial test units. These will be placed in anomalies that do not relate to buildings on the 1940's air photo, with the exception of what is thought to be the house. Congruently, two areas that are absent of structural anomalies will be mechanically stripped to the base of the plow zone approximately 12-18 inches (Figure 5). This will be done for two reasons. First is to see if the geophysical testing missed any structural remains, and second is to expose the remains of a small shed seen on the 1940's photo to see what structural remains at the site look like. If the first test units do find structural remains such as a cellar or building foundation or other substantive feature, a local grid of one meter squares will be imposed over the structure for horizontal control, and the fill within removed, processed, and specimens cataloged with reference to this grid. Specimens in situ will be mapped with reference to the grid and removed

Data Recovery Plan

separately so that their precise locations will be recorded. Should the machine-stripping reveal features not uncovered by the geophysical testing, their treatment will be the same. Their locations will be mapped and excavation will proceed by observable depositional strata or, where such strata are lacking, by arbitrary 10 centimeter levels.

Each feature that is encountered during the excavation will be explored at least until its approximate age can be determined. Features that contain only 20th century artifacts and building material will not be fully excavated. Features that date approximately to 1865-1885 will be excavated fully. The amount of excavation for features that contain a mix of early and more recent artifacts will be determined on a case by case basis based on the context and integrity of the early components of the mixed material.

Most of the excavated soil will be passed through a ¼ inch dry screen. Each level that is believed to contain in situ material, from each test unit will have a soil sample, of consistent size, taken for later processing. The soil samples will either be water-screened through 1/16 inch mesh or will be processed using a Flotec flotation machine which allows for the recovery of very small and fragile botanical artifacts. The treatment of each soil sample will depend on the type of feature it was recovered from and the types of artifacts wanted recovered from the sample. Water-screened and floated material will be sorted by material type. The residue of each will be kept and lotted together by provenience. In addition to water-screening, consistent samples of archeological fill will be collected from stratigraphically significant contexts for later processing for special studies. Water-screened material will be size graded by nesting screens, larger size-grades sorted and smaller size grades cataloged by provenience lot.

A systematic series of basic record-keeping information will be gathered from the excavations. First, supervisory staff will keep a daily journal in order to maintain locational data. Standard forms have been prepared to make comments and draw the position of charcoal, artifact concentration, features, and so forth within the limits of 1 meter² excavation units. Similarly, feature-specific forms will be completed which detail descriptive and provenience information from features within and outside of structural ruins.

Photographs will be taken of a large sample of excavated loci, particularly features and structural remains, as well as general views of the sites and physical surroundings and excavations in progress. Instrument mapping will be extensive and include placing the site and all of its excavated features and surface expressions on the landscape both by instrument mapping and the use of GIS.

Representations of vertical distribution of cultural deposits will be achieved by producing measured profiles of north/south and east/west balks across structural ruins. Contained features will also be cross-sectioned and profiles drawn. All maps, photographs, forms, and notes will be neatly organized and permanently curated at the State Archeology Office of History Nebraska.

Laboratory Analysis

Upon return to the History Nebraska Archeology Laboratory in Lincoln, all unwashed specimens will be cleaned and fragile and deteriorating material stabilized. The collection will be cataloged using the standard cataloging program developed by History Nebraska. This program ensures that all items are assigned a discrete number which is related to a specific provenience, such as feature, surface location, or 1 meter² excavation unit. Catalog numbers will be permanently marked on the specimen when possible. Items too small to be labeled will be placed in numbered containers.

Basic analysis will revolve around identification, description, and tabulation of the full 25ST16 collection. The analysis will organize the tabulations by the most logical analytic units, in this case, probably structural ruins and other features. All information generated during the course of analysis will be placed on permanent file at History Nebraska.

Data Recovery Plan

Reporting

The archeological investigation and analysis of 25ST16 will be reported in detail in a comprehensive report of findings. The final report will contain, but not be limited to, complete descriptions of: the natural and cultural setting, investigation strategy, excavations and features, site history, and recovered materials. The report will also consist of extensive analyses and discussions directly addressing research questions and study topics outlined in this plan. The information from the investigation will be subjected to comparison with other published and unpublished data from Euro-American site excavations.

The report will be supplemented with a set of pertinent maps, photographs, tables, profiles, and line drawings, to enhance the presentation of results. In addition, appendices will be organized which provide select raw data or field documentation.

In general, the report will be prepared in accordance with all federal and state standards. The report will be reproduced in sufficient numbers for dissemination to pertinent government offices and other professionally interested parties. The 25ST16 study may also be appropriate for publication as one or more journal articles in professional outlets such as the *Plains Anthropologist* or *Central Plains Archaeology*.

Curation and Facilities

All specimens, records and other materials shall become the property of History Nebraska. The collections will be permanently curated at the History Nebraska archeological collection facility, which meets federal curation standards. All artifacts will be safely packaged in archival plastic bags, after appropriate laboratory analyses and stabilization procedures have been completed. The collection will be placed in archival boxes and stored on metal shelves in a temperature-controlled storeroom. Any loans or permanent transferal of all or a part of the collection will be carried out with proper documentation for "tracking" the materials.

The History Nebraska Archeology laboratory is a modern facility with full capabilities for processing and analyzing archeological collections. The laboratory is staffed by a full-time lab director. The archeology office, combined with the collections division, contains a complete set of published and unpublished documentation concerning the archeology of Nebraska. The office is the central depository for statewide archeological site files, maps, and photographs.

Personnel

The 25ST16 study will be under the overall direction of History Nebraska Archeologist Nolan Johnson. Johnson has earned a Master's Degree from the University of Nebraska-Lincoln. Johnson wrote his thesis on excavations at a road ranch along a portion of the Oregon Trail in Seward County dating from 1862-1871. Johnson has worked for 15 years on the archeology of Nebraska. Other staff and volunteers at History Nebraska will be used for the excavation and laboratory work during the project. Specialists on particular aspects of material culture may be employed on a limited basis as well.

References Sited

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Data Recovery Plan

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Snyder, L.M.

- 1982 *Unmodified Vertebrate Remains Recovered from Six Euroamerican Sites, Monroe County, Missouri: A Preliminary Analysis*. Department of Anthropology, Technical Report 82-01, University of Nebraska, Lincoln.

Switzer, R.R.

- 1974 *The Bertrand Bottles: A Study of 19th Century Glass and Ceramic Containers*. National Park Service, U.S. Department of the Interior, Washington D.C.

Wiewel, Adam

- 2019 Trip Report, Sharp Homestead (25ST16) Geophysical Survey, Stanton County, Nebraska, June 17-21, 2019. National Park Service, Midwest Archeological Center Lincoln, NE.

Data Recovery Plan

S-275-6(1052) Area of Potential Effects

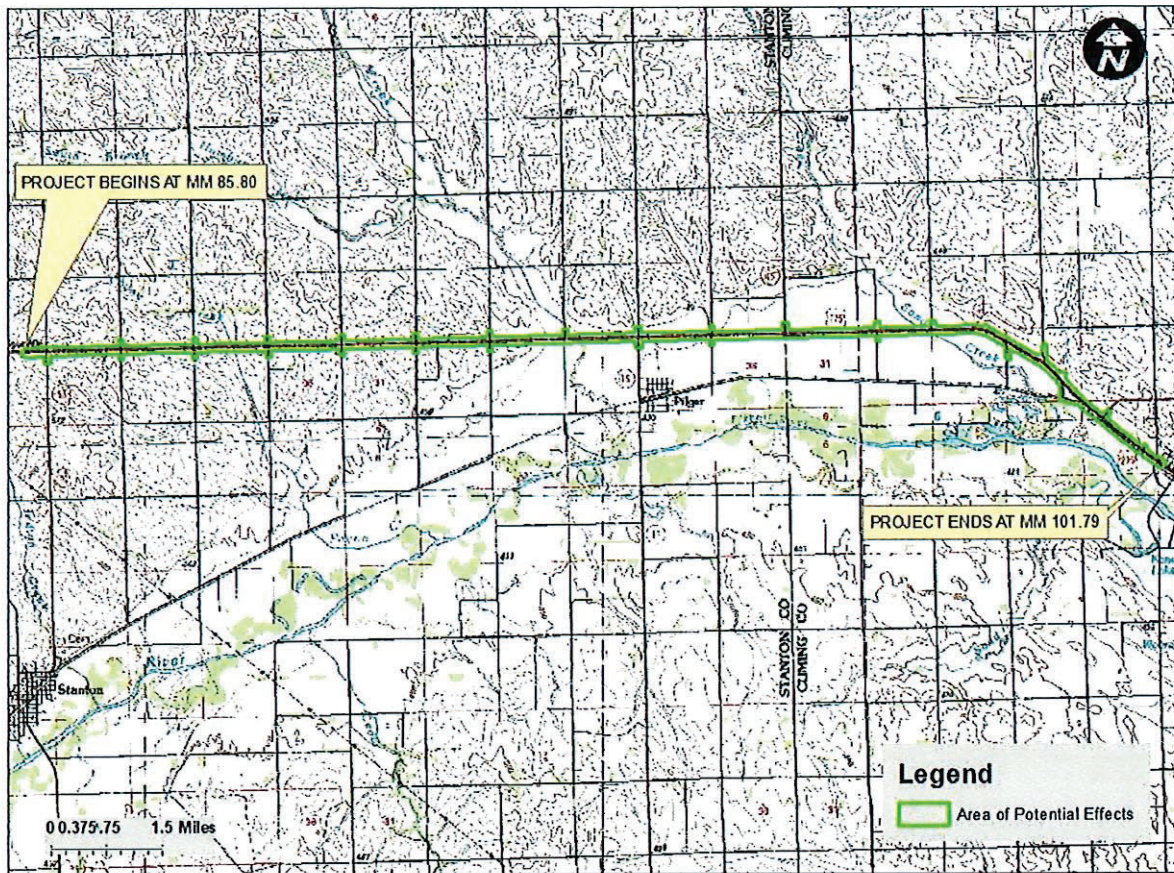


Figure 1: Area of Potential Effects.

Data Recovery Plan

S-275-6(1052) Area of Potential Effects

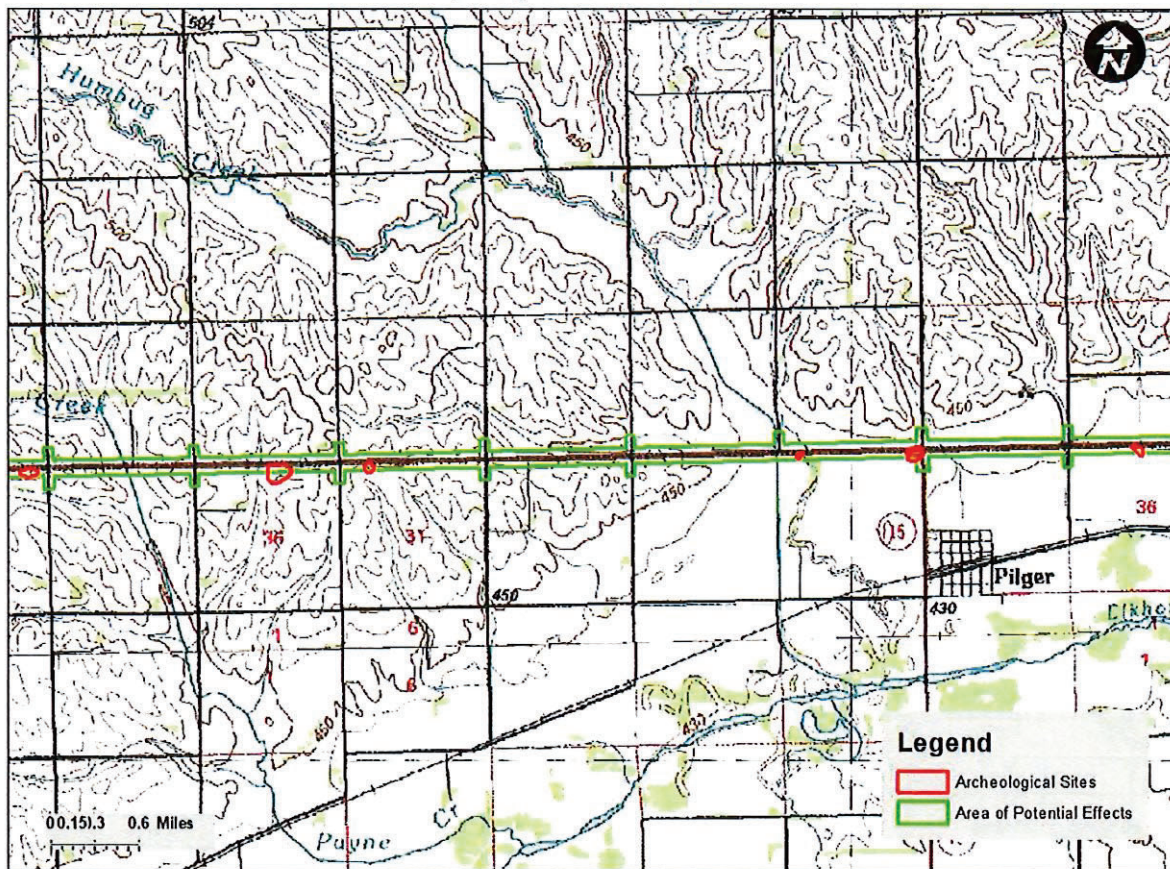


Figure 2: Archeological Sites in the APE.

Data Recovery Plan



Figure 3: 25ST16 and the APE.

25ST16

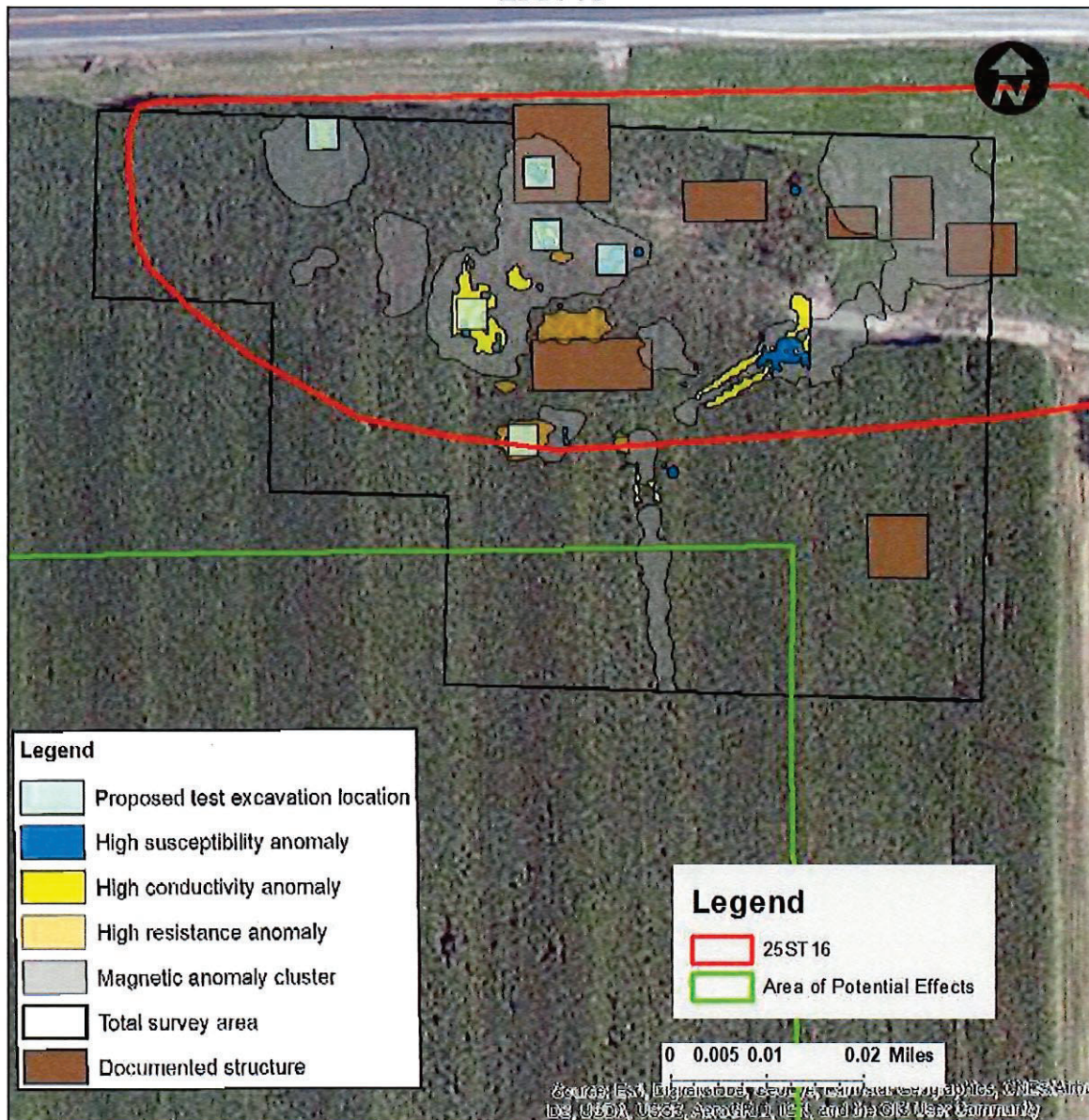


Figure 4: Results of Geophysical Testing at 25ST16.

Data Recovery Plan

25ST16

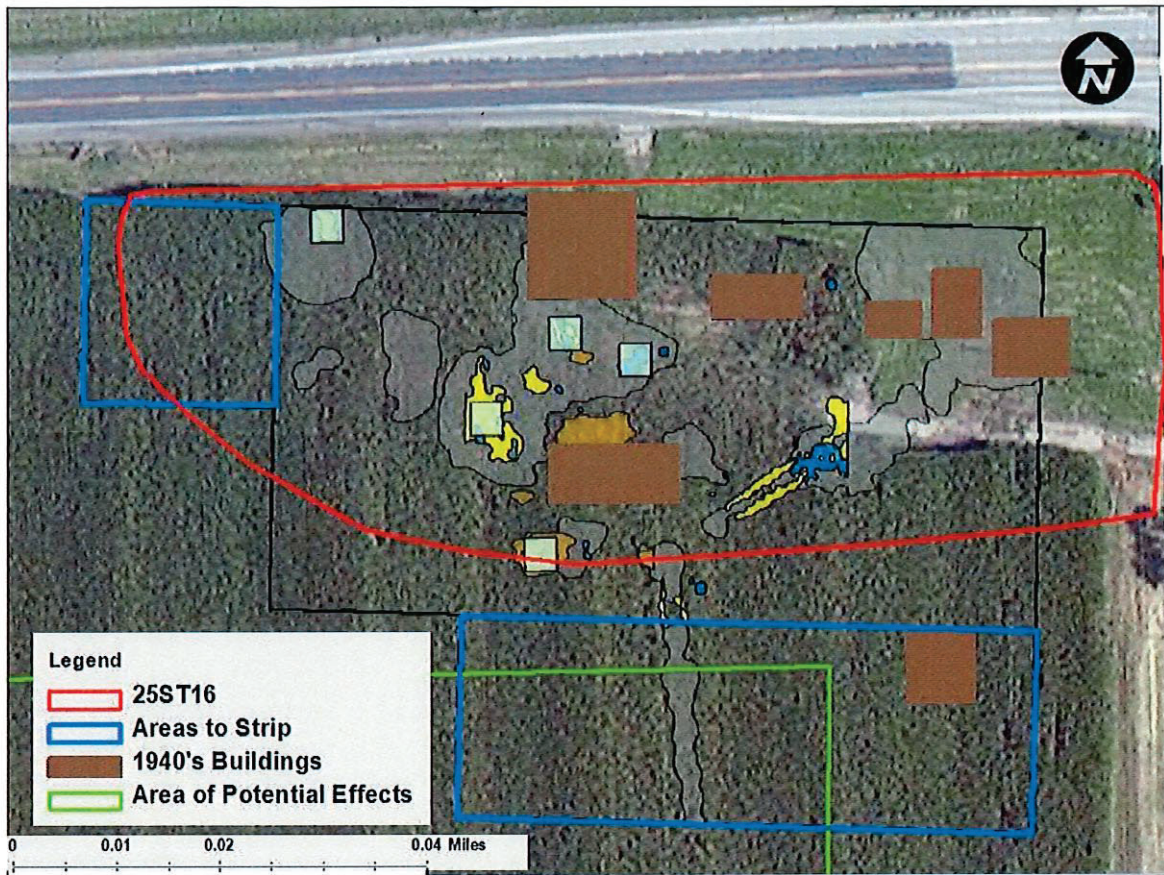


Figure 5: Areas for Mechanical Stripping.

Appendix B
Record of Consultation with SHPO



U.S. Department
of Transportation
**Federal Highway
Administration**

NEBRASKA DIVISION

June 20, 2023

100 Centennial Mall North, Rm 220
Lincoln, Nebraska 68508
402-742-8460
402-742-8480

Betty Gillespie
Interim Deputy State Historic Preservation Officer
Nebraska State Historical Society
Box 82554
Lincoln, NE 68508

**Project Number 275-6(1052)
CN 32319
US-275, Norfolk – Wisner
Stanton and Cuming Counties
HP#2002-176-01
Consultation RE: Project Effects Determination**

Dear Ms. Gillespie:

The Nebraska Department of Transportation (NDOT) proposes to construct the project referenced (the Project) above using funds from the Federal Highway Administration (FHWA). This project is located in Stanton and Cuming Counties on US-275 (Enclosure, Figure 1). Due to FHWA involvement, the proposed project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act, as amended (36 CFR Part 800) requiring federal agencies to consider and consult about the effects of proposed projects on historic properties. FHWA is the lead federal agency. Please see Enclosure, Appendix A for a list of consulting parties.

An Environmental Assessment (EA) is currently being prepared, and the results of Section 106 consultation will be included in the EA document. As an EA, this project has not been assigned to NDOT pursuant to 23 U.S.C. §326, commonly referred to as "CE Assignment". FHWA is the lead federal agency.

FHWA completed consultation with the State Historic Preservation Office (SHPO) regarding National Register of Historic Places (NRHP) eligibility and other consulting parties in 2020. SHPO concurred upon a FHWA determination that there are two historic properties, the Sharpe Homestead site (25ST16) and the former Pilger Rest Area, present within the area of potential effects (APE) (Enclosure, Appendix B). In 2020, project design had not progressed to the point where a project effects determination could be made. Project planning has progressed and FHWA is reinitiating consultation with SHPO and consulting parties.

Project Description

This project would improve approximately 16 miles of US-275 located in Stanton and Cuming Counties. The Project begins near mile marker (MM) 85.80 and extends east to MM 101.79. The improvements would expand the existing highway to a four-lane expressway by constructing a new, parallel, two-lane roadway (called "2+2 Construction" by NDOT) on one side of the existing US-275. In addition to mainline US-275 construction, the Project would improve US-275 tie-ins to Nebraska Highway 15 at two locations and Nebraska Highway 51 northwest of Wisner, along with various county roads. Drainage structures would either be extended, replaced, or used in place. A Restoration, Rehabilitation, and Resurfacing (3R) strategy may also be applied to the existing two lanes. The Project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Temporary surfacing may be required to accommodate phased construction. No detour is required.

The preferred alternative being carried forward in the draft EA is the Widen South + Shift Alternative which includes adding two new lanes on the south side of the existing US-275. Between 575th Avenue in

Stanton County and 2nd Road in Cuming County, the eastbound lanes would shift approximately 150 feet to the south to avoid an intermittent channel feature in the south ditch of the existing roadway.

2023 Section 106 Supplemental Evaluation

Since consultation completed in 2020, NDOT determined that proposed construction activities associated with realignment of County Road 573 are outside the archeological APE previously considered. Therefore, the archeological APE has been expanded to encompass these activities (Enclosure, Appendix C). The architectural/structural APE previously considered remains appropriate and was not expanded. No architectural/structural historic properties are located within the expanded APE.

Review of the Nebraska State Historical Society Cultural Resources Geographic Information System (NCRGIS) archeological resources database and historic maps indicated that there are no previously recorded archeological sites located within the expanded APE or in the immediate vicinity of the expanded APE.

Highway Archeologist Nolan Johnson completed intensive pedestrian survey of the expanded APE on May 24, 2023 using transects spaced at 20 meters apart, walking in a zig zag pattern along the transect. The expanded APE is planted in corn, and ground surface visibility ranged between 25 to 50%. No archeological sites were identified, and Johnson notes that the expanded APE has been previously disturbed by activities unrelated to this proposed transportation project, including straightening of Humbug Creek and extensive agricultural modifications.

There are no historic properties within the 2023 expanded APE.

Historic Properties

Two historic properties have been identified within the area of potential effect (APE), 25ST16, Sharpe Homestead archeological site and the former Pilger Rest Area.

Pilger Rest Area

The Pilger Rest Area is a former NDOT rest area located approximately three miles west of Pilger on the north side of US-275 (Enclosure, Figure 2). Constructed in 1969, the rest area features a mid-century one-story red brick building with a flat concrete roof, wide brick columns and glass block windows centered among curvilinear concrete walkways. Open air picnic shelters line the curvilinear walkways, echoing the main building with flat concrete roofs, brick walls, concrete table and benches, concrete floor, and stationary charcoal grill. The site also features a curvilinear drive, a parking lot and a windbreak.

Using funding obtained under the Highway Beautification Act of 1965, this rest area is one of four rest areas that NDOT constructed which were located away from the Interstate 80 system (Lincoln Journal Star, June 05, 1969). Commonly associated with Lady Bird Johnson, the Highway Beautification Act encouraged clean up and beautification of the nation's highways. NDOT owned and operated the Pilger Rest Area until the mid-2000s. It is now in private ownership.

FHWA determined that the Pilger Rest Area is NRHP eligible at the local level under Criterion A for a significant association with Transportation and under Criterion C for Architecture and Landscape Design. This property retains all aspects of physical integrity.

Sharpe Homestead archeological site (25ST16)

Located approximately 1/2 mile north of Pilger (Enclosure, Figure 3), the Sharpe Homestead archeological site encompasses approximately 3.5 acres and consists of a homestead site settled by the Sharpe family in the mid-1860s. This site retains a high degree of physical integrity and due to its early date and local significance as likely the first homestead in Stanton County, FHWA determined that this archeological site is eligible for listing in the NRHP under Criterion D. This archeological site is likely to yield information important to our past that is not available through archival resources.

SHPO concurred upon these NRHP determinations in 2020 (Enclosure, Appendix B).

Consulting Party and Public Participation

Consulting parties invited to participate in consultation regarding this undertaking include the property owners of two identified historic properties, the City of Wisner, Cuming County Historical Society, Historical Society of Stanton County, Stanton County Museum (Pilger location), Village of Pilger, Wisner Heritage Museum, the Ponca Tribe of Nebraska, the Ponca Tribe of Oklahoma, Otoe-Missouria Tribe, the Omaha Tribe of Nebraska, Pawnee Nation of Oklahoma, Santee Sioux Nation, and the Winnebago Tribe of Nebraska.

FHWA and NDOT hosted a stakeholder meeting in Wisner on August 27, 2019 and the then identified consulting parties were invited to attend. NDOT Professional Qualified Staff (PQS) Stacy Stupka provided a brief overview of potential historic properties along the proposed alignment during this meeting; no concerns regarding historic properties were voiced during this meeting. A public information meeting regarding this project was held in Wisner on September 10, 2019 and again, consulting parties were invited to attend. Stupka was in attendance and provided information to the public regarding the historic properties identified. No concerns regarding historic properties have been received to date.

To date, only the Pawnee Tribe of Oklahoma has provided comments in response to invitations the stakeholder and public meetings. On September 16, 2019, Matt Reed, the Tribal Historic Preservation Officer (THPO) for the Pawnee Nation of Oklahoma responded on behalf of the Tribe indicating that the "proposed project does not appear to adversely affect the cultural landscape of the Pawnee Nation" and indicated that the project may proceed as planned. Mr. Reed did indicate that if undiscovered properties are encountered, that consultation with his office be re-initiated (Appendix B).

Under the statewide Section 106 Programmatic Agreement signed in February 2023, several additional tribes have been identified as consulting parties. These tribes include Arapaho Tribe of the Wind River Reservation, Wyoming; Cheyenne and Arapaho Tribes, Oklahoma, Cheyenne River Sioux Tribe, South Dakota; Northern Cheyenne Tribe of the Northern Cheyenne Indian Reservation, Montana; Oglala Sioux Tribe, Rosebud Sioux Tribe of the Rosebud Sioux Indian Reservation, South Dakota, Three Affiliated Tribes of the Fort Berthold Reservation, North Dakota and the Yankton Sioux Tribe of South Dakota.

Assessing Project Effects

NDOT PQS Stacy Stupka assessed the potential for adverse effects by utilizing the adverse effects methodology identified at 36 CFR Part 800.5, and her detailed assessment is included and an enclosure to this letter.

FHWA has determined that the preferred alternative avoids a direct effect to the former Pilger Rest Area (Enclosure, Figure 5) depicts the preliminary impact area adjacent to the former Pilger Rest Area as identified by project designers. The additional lanes of traffic are designed to alleviate traffic on an already busy two lane highway. While the conversion of this two lane highway to a four lane highway will increase the average daily traffic count in the US-275 corridor, the increase in traffic will not affect this historic property. Constructed as a transportation related resource, those characteristics that cause this property to be a good candidate for listing in the NRHP will not be altered. This historic property will not be affected by the project as proposed.

When considering the preferred alternative, FHWA has determined that the Widen South + Shift Alternative would adversely affect the Sharpe Homestead archeological site (25ST16) (Enclosure, Figure 6). Per 36 CFR Part 800.6, NDOT developed and evaluated alternatives or modifications to the undertaking that could avoid, minimize or mitigate the adverse effect on the historic property, and these are discussed below.

Avoidance, Minimization and Mitigation of the Adverse Effect

The Widen South + Shift Alternative would expand the existing two-lane highway to a four-lane expressway by constructing the new lanes directly south of existing US-275, with a slight shift south

between 575th Avenue in Stanton County and 2nd Road in Cuming County as described above and in Enclosure, Figure 4. A 3R strategy would also be applied to the existing two lanes of US-275. In addition to mainline US-275 construction, the Widen South + Shift Alternative would improve various intersections along the route, including at the N-15 intersection with US-275 north of Pilger, which includes construction of an off-set right-turn lane.

Construction of the new eastbound travel lanes, off-set right-turn lane, shoulders and median would result in a new south edge of pavement located approximately 80 to 90 feet south of the existing pavement for the length of the Sharpe Homestead site adjacent to US-275. Construction would require removal of approximately 1 foot of topsoil and then fill and pavement would be placed on top of the Sharpe Homestead site. A minor amount of grading would be required at the toe of the fill to re-establish the ditch to convey roadway drainage to the ditch along the west side of N-15. NDOT evaluated several potential options to minimize impacts to the Sharpe Homestead site.

Minimization considered but not incorporated:

1. **Narrowing the Median:** The proposed median on rural sections of US-275 is a minimum of 54 feet wide. NDOT considered narrowing the median on the Widen South alternative to reduce impacts on the Sharpe Homestead site but determined that narrowing the median for a short section through the N-15 intersection is not advisable due to violation of driver expectancy and potential safety issues associated with adding curvature near the N-15 intersection.
2. **Right Turn Lane:** The proposed right-turn lane would be offset 15 to 20 feet from the driving lane along the Sharpe Homestead site to improve intersection sight distance. NDOT considered eliminating the offset but determined that the offset is appropriate to accommodate sight lines for turning and crossing traffic, providing a safer intersection.

Minimization incorporated into the design

1. **Earthwork:** The ditch along an expressway is typically a minimum of 2.5 feet deep, measured from the edge of shoulder. In an effort to minimize impacts on the Sharpe Homestead site, NDOT has flattened ditch grades as much as possible to limit the depth of excavation for the ditch to 0.5 to 2 feet.

A typical ditch design along the Sharpe Homestead site would have maintained the existing drainage pattern by conveying runoff from west to east in a new ditch with a minimum 1-foot-deep excavation and a minimum 0.5% slope. To minimize impacts on the site, NDOT has modified the drainage pattern slightly so that US-275 runoff along the site instead flows east in a special ditch with a minimum excavation depth of 0.2 feet and minimum ditch slope of 0.2%. The proposed special ditch limits the deepest US-275 eastbound ditch excavation to less than 2 feet along the Sharpe Homestead site.

Despite these minimization efforts, FHWA has determined that the Sharpe Homestead site would be adversely affected by construction of the preferred alternative through destruction of all or part of the significant archeological site.

Therefore, based upon information gathered during archeological site testing activities, FHWA approves the data recovery plan presented as (Enclosure, Appendix D).

FHWA has determined that the Sharpe Homestead site will be adversely affected and attempts to avoid or minimize the adverse effect will not resolve the adverse effect. FHWA requests NESHPO concurrence with FHWA's determination that no historic properties are present within the expanded APE (Enclosure, Appendix C), with the *adverse effect* determination, as well as upon the enclosed data recovery plan as mitigation for the adverse effect this undertaking would have on the historic property, the Sharpe Homestead archeological site (25ST16). FHWA will notify the Advisory Council on Historic Preservation of the adverse effect.

Upon receiving SHPO concurrence, FHWA will further engage SHPO in consultation regarding the development of a Memorandum of Agreement (MOA) using the enclosed data recovery plan as mitigation for the adverse effect.

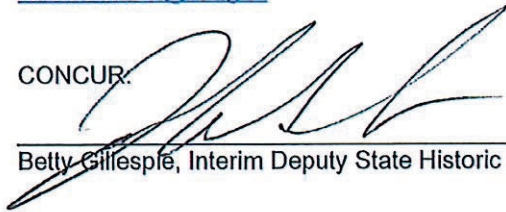
If you have any questions regarding this information do not hesitate to contact me at your convenience.

Sincerely,



Dillon Dittmer
Environmental Protection Specialist
402-742-8465
Dillon.dittmer@dot.gov

CONCUR:



Betty Gillespie, Interim Deputy State Historic Preservation Officer

6/22/2023
Date

ENCLOSURE

Appendix C
Consulting Parties

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Norfolk – Wisner

S-275-6(1052)

CN 32319



Pete Ricketts, Governor

Invited Consulting Parties:

Omaha Tribe of Nebraska

Otoe-Missouria Tribe of Oklahoma

Pawnee Nation of Oklahoma

Ponca Tribe of Nebraska

Ponca Tribe of Oklahoma

Santee Nation

City of Wisner

Cuming County Historical Society

Historical Society of Stanton County Nebraska

Stanton County Museum – Pilger Location

Village of Pilger

Wisner Heritage Museum

Bobalu Investments – Property Owner, Sharpe Homestead Site

Elkhorn Valley Horizons Inc – Property Owner, Rest Area

JD and Debra Alexander – Property Owner of farmstead; now known to be outside the APE

Raymond & Kathleen Johnson - Property Owner of farmstead; now known to be outside the APE

Appendix D
ACHP Notification



August 16, 2023

Dillon Dittmer, PWS
Environmental Protection Specialist
Federal Highway Administration
100 Centennial Mall North, Room 220
Lincoln, NE 68508-3803

Ref: *Construction of the Norfolk to Wisner Project on US-275*
Stanton and Cuming Counties, Nebraska
ACHP Project Number: 19903

Dear Mr. Dittmer:

On August 9, 2023, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the potential adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, Criteria for Council Involvement in Reviewing Individual Section 106 Cases, of Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe our participation in the consultation to resolve adverse effects is needed.

However, if we receive a request for participation from the Nebraska State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Should the undertaking's circumstances change, consulting parties cannot come to consensus, or you need further advisory assistance to conclude the consultation process, please contact us.

Pursuant to 36 CFR § 800.6(b)(1)(iv), you will need to file the final Section 106 agreement document (Agreement), developed in consultation with the Nebraska SHPO and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the Agreement and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the NHPA.

Thank you for providing us with your notification of adverse effect. If you have any questions or require our further assistance, please contact Ms. Emily Choi at (202) 517-0207 or by e-mail at echoi@achp.gov and reference the ACHP Project Number above.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

From: [Dittmer, Dillon \(FHWA\)](#)
To: [e106](#)
Cc: [luther, justin](#); [Jurgens, Jason](#); [Ziska, Courtney](#); [Trenne, Ben](#)
Subject: Notice of Adverse Effect Determination: NDOT Project // Norfolk - Wisner, CN 32319, 275-6(1052) , Stanton and Cuming Counties, Nebraska
Attachments: [32319 Norfolk-Wisner ACHP e106 08.09.2023.docx](#)
[32319 Norfolk-Wisner ACHP e106 notification Enclosures 08.09.2023.pdf](#)

Pursuant to 36 CFR 800.6(a)(1), the Federal Highway Administration Nebraska Division (FHWA) is submitting the attached e106 Form and supporting documents to notify the Advisory Council on Historic Preservation of the adverse effect determination for the above-mentioned project. The FHWA is currently conducting the environmental review, consultation, and other required actions under applicable Federal environmental laws for this project through an Environmental Assessment.

The project in question, Norfolk - Wisner, CN 32319, 275-6(1052), is proposed by the Nebraska Department of Transportation. Comprehensive details regarding its scope, impact, and projected timeline can be found in the accompanying supporting documents.

The attached information describes the assessment of effects to any potentially impacted historical sites and describes efforts to avoid, minimize, or mitigate those adverse effects. The FHWA proposes to execute a Memorandum of Agreement that establishes the measures the division will implement to resolve the adverse effects per 36 CFR 800.6(b)(1)(i iv).

Please do not hesitate to contact me if any additional information or clarification is required.

Thank you,

Dillon Dittmer, PWS

Environmental Protection Specialist
Federal Highway Administration
o: 402-742-8465



Appendix I

Section 4(f)



Project Name

Norfolk – Wisner

Project Number

S-275-6(1052)

Control No.

32319

Project Location (Town, County, Street)

U.S. Highway 275 (US-275) in Stanton and Cuming Counties

Project Description

This project is 16.0 miles in length and is located on U.S. Highway 275 (US-275) in Stanton and Cuming Counties, starting 0.30 mile west of the junction of US-275 and Nebraska Highway 57 (N-57) and extending east to 0.25 mile southeast of the west corporate boundary of Wisner (Figure 1). Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

The existing roadway on this segment of US-275 generally consists of two 12-foot-wide asphalt overlaid concrete lanes and 10-foot-wide shoulders, of which 8 feet are paved with asphalt.

The improvements on this project consist of expanding the existing two-lane highway to a four-lane expressway by constructing a new, parallel, two-lane roadway on one side of the existing US-275 (called “2+2 Construction” by NDOT). In addition to mainline US-275 construction, the Project would improve US-275 tie-ins to Nebraska Highway 15 (N-15) at two locations and Nebraska Highway 51 (N-51) northwest of Wisner, along with various county roads. Additional work would consist of concrete repairs, culvert work, trench widening, removing and replacing pavement, bridge repairs, bridge replacement, lighting, and signing & striping. Grading would be required for the entire length of this project.

There are eight existing bridge sized structures located along the project. These include: a tributary of Payne Creek (Structure Number S275 08742), Payne Creek (Structure Number S275 08860), Humberg Creek (Structure Number S275 09309), three tributaries of the Elkhorn River (Structure Numbers S275 09504, S275 09508, S275 10009), a tributary of Sand Creek (Structure Number S275 09644), Sand Creek (Structure Number S275 09803). The structures would be extended, replaced, or used in place as determined at the Plan-In-Hand. A grade raise of the entire structure is anticipated for S075 08742 and S275 08860. Several new bridge size structures would be constructed with the project. These structures would have work in the waterway. New bridge sized structures requiring a grade raise would be constructed at the following locations: MM 92.79, 93.08, 96.09, and 96.83. New bridge sized structures not requiring a grade raise would be constructed at the following locations: MM 93.30, 94.23, 95.61, and 101.02. All of the listed bridge sized structures would require work in the waterway. The limits of pavement replacement would be determined by Roadway Design. Guardrail would be replaced.

This project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Some county roads would not be constructed under traffic. Traffic would be detoured utilizing adjacent county roads. Work would not be required on those routes. Additional property rights would be required to build this project. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements. Details would be determined at the construction meeting.

Name of Section 4(f) Property (A separate form must be completed for each property with a *de minimis* impact)

Wisner-Pilger Public Schools

Official(s) with Jurisdiction

Chad Boyer, Superintendent, Wisner-Pilger Public Schools; (402) 529-3248; cboyer@igators.org

Total Property Size (in acres)

14.16 acres

Permanent Impact (in acres)

0.22

Temporary Impact (in acres)

N/A

Property Description

The Wisner-Pilger Public Schools property consists of an elementary school and a junior/senior high. Amenities include the school building, two playgrounds, a walking path, a practice field with two to three shot-put/discus pads, a grassed area north of the track, a track and football field, and one shot-put/discus pad southeast of the track. The practice field, grassed area, walking path, and track are open to the public when not in use by the school. The property is considered a multi-use property and the school building is not considered recreational.

Answer only the questions in the applicable block (A or B). All questions in Block C must be answered.

A. Section 4(f) *De Minimis* Park, Recreation Area, and Refuge Eligibility

If the *de minimis* impact does NOT involve a park, recreation area or refuge, check the N/A below and proceed to Block B.

☐ N/A

Will the project adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection?

☐ Yes ☒ No

Have measures been taken to minimize harm to the property? If Yes, explain in the Avoidance, Minimization, and Mitigation Measures box in Block C.

☒ Yes ☐ No

Have *de minimis* public involvement requirements (notice, review, comments, etc.) been completed? If Yes, describe in the Comments box below.

☒ Yes ☐ No

Date(s):

12/21/2023

Did the Official(s) with Jurisdiction concur with the determination of no adverse effect?

☒ Yes ☐ No

Date(s):

3/21/2024

B. Section 4(f) *De Minimis* Historic and Archeological Resource Eligibility

If the *de minimis* impact does NOT involve an historic or archeological resource, check the N/A below and proceed to Block C.

☒ N/A

Have measures been taken to minimize harm to the property? If Yes, explain in the Avoidance, Minimization, and Mitigation Measures box below.

☐ Yes ☐ No

Was the effect determination either "no historic properties affected" or "no adverse effect"? *

☐ Yes ☐ No

PQS Date

SHPO Date

THPO Date

* The PQS field will always be filled out. If there is a date in the SHPO or THPO field, this would indicate the entity is the Official with Jurisdiction and they were informed of NDOT's intent to apply *de minimis* via project-specific correspondence. The date in the field would be the date the entity concurred on the Section 106 effect determination. A notation of "N/A" in the field indicates the entity was not the Official with Jurisdiction. "Programmatic" in the SHPO field indicates that a determination of "no historic properties affected" or "no adverse effect" was made for the project per the Section 106 Programmatic Agreement and the *de minimis* notification was provided via letter agreement with the SHPO.

C. Additional Information

Description of Use (Temporary and/or Permanent)

The Project would acquire 0.22 acre of right-of-way from Wisner-Pilger Public Schools, approximately two percent of the entire property, for intersection improvements at 21st and 18th Streets. The shot-put/discus pad in the southeast corner of the property would be removed. Based on coordination with school representatives, the pad is no longer used and is not a significant feature of the practice fields. Furthermore, the school requested that 18th Street be realigned to improve sight distance. A portion of the practice field in the southwest corner of the property would also be acquired, and the shot put/discus pad would be relocated within the practice field. The location would be determined through coordination with Wisner-Pilger Public Schools.

During the realignment of 21st Street and 18th Street, the roadways would be closed. Access to the school would remain open at one of the intersections, either 21st or 18th Street, during the closure of the other.

Avoidance, Minimization, and Mitigation Measures

The work occurring adjacent to the Wisner-Pilger Public Schools may be minimized further during the final design process. If changes occur within the property, the impacts shall be re-evaluated, and additional coordination with the school shall be conducted. (NDOT)

The Contractor shall not complete work or stage, stockpile, or store materials outside of the boundaries of the acquired ROW and temporary easements at the Wisner-Pilger Public Schools. If it is determined that additional temporary or permanent ROW is required outside of the designated boundaries or if access is restricted to a Section 4(f) property, coordination shall occur with NDOT Environmental. (Contractor)

Access to the Wisner-Pilger Public Schools shall remain open at one of the intersections, either 21st Street or 18th Street, during the closure of the other. (NDOT, Contractor)

The shot put/discus pad in the northeast corner of the US-275 and 21st Street intersection shall be relocated within the practice field in coordination with the Wisner-Pilger Public Schools during the ROW process. (NDOT)

Comments

Impacts on the Wisner-Pilger Public Schools were disclosed during the public hearing held on December 21, 2023 and through a targeted mailer with 30-day comment period (December 6, 2023 – January 22, 2024). Forty-two comments were received during the comment period, including those presented during the hearing. Of these comments, five were regarding access and traffic in and around the school property, with no comments received regarding the impacts on the school's recreational facilities or use. The remainder of the comments were regarding other portions of the project. These comments are summarized in the attached public involvement summary memo.

The Official with Jurisdiction of the Wisner-Pilger Public Schools concurred that the project will not adversely affect the protected activities, features, and attributes of the Wisner-Pilger Public Schools on March 21, 2024.

De Minimis Documentation

Are detailed maps included, showing current and proposed right-of-way, property boundaries, access, and existing and planned property features?

☒ Yes ☐ No

Is documentation of public involvement attached?

☒ Yes ☐ No ☐ N/A (for historic resources)

Is concurrence from the Official(s) with Jurisdiction (and Consulting Parties, for historic properties) attached?

☒ Yes ☐ No

Additional Attachments (If Applicable)

N/A

Approval Signatures

The project involves a *de minimis* use of the Section 4(f) property. Harm to the park, recreation land, wildlife or waterfowl refuge, or historic property has been avoided or mitigated to minimize impacts to the qualifying characteristics and/or functions of the resource. Based on the scope of the undertaking, the fact that the undertaking does not adversely affect the function/qualities of the Section 4(f) property on a permanent or temporary basis, and with agreement from the Official(s) with Jurisdiction, the proposed action constitutes a *de minimis* use.

Preparer


Carmen Modrcin, HDR

Date:

3/22/2024

NDOT Reviewer

Courtney Ziska Digitally signed by Courtney Ziska
Date: 2024.03.29 09:03:53 -05'00'

Date:

3/29/2024

NDOT Section/Unit Manager

Jason Jurgens Digitally signed by Jason Jurgens
Date: 2024.04.01 10:36:56 -05'00'

Date:

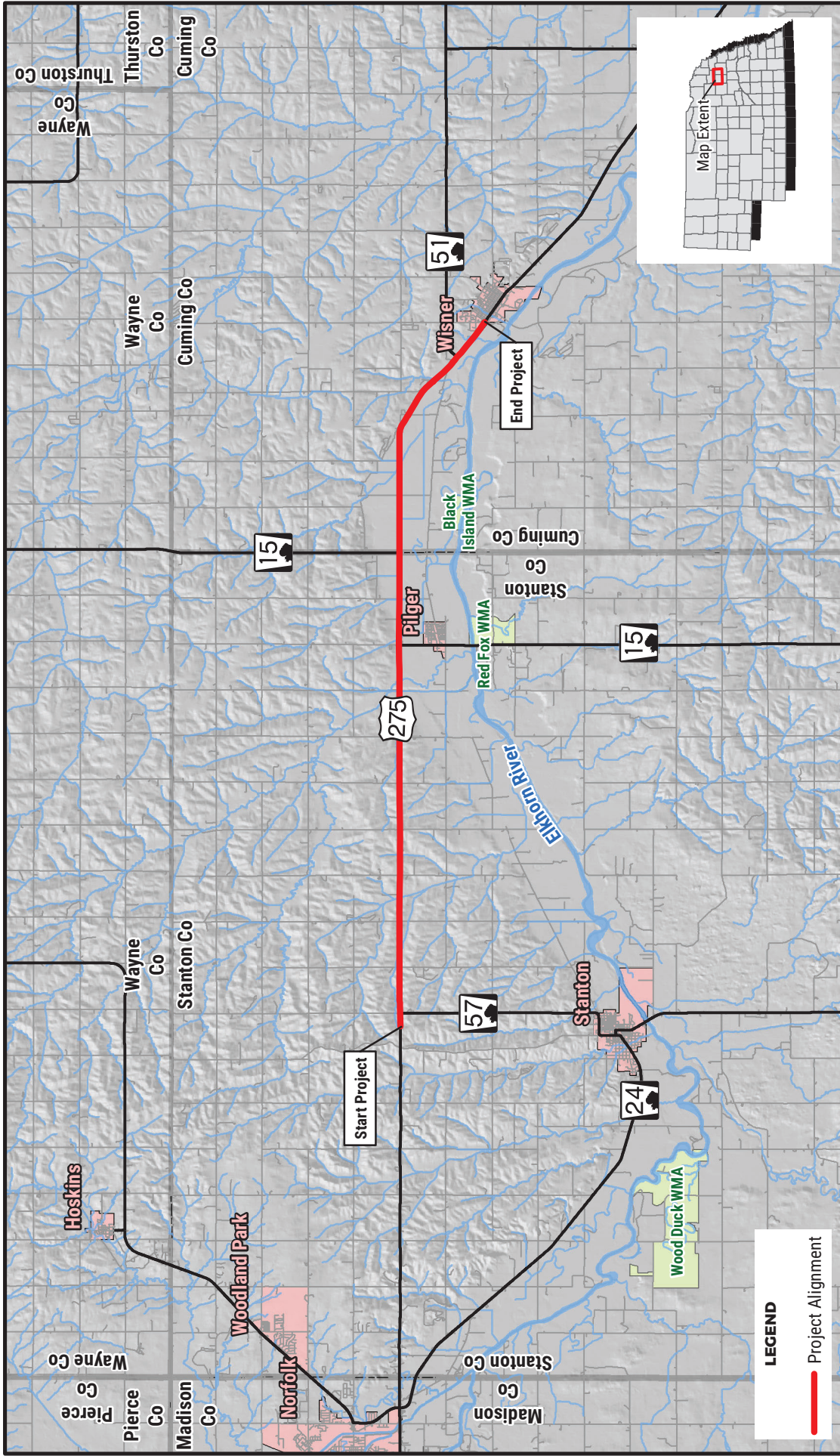
4/1/2024

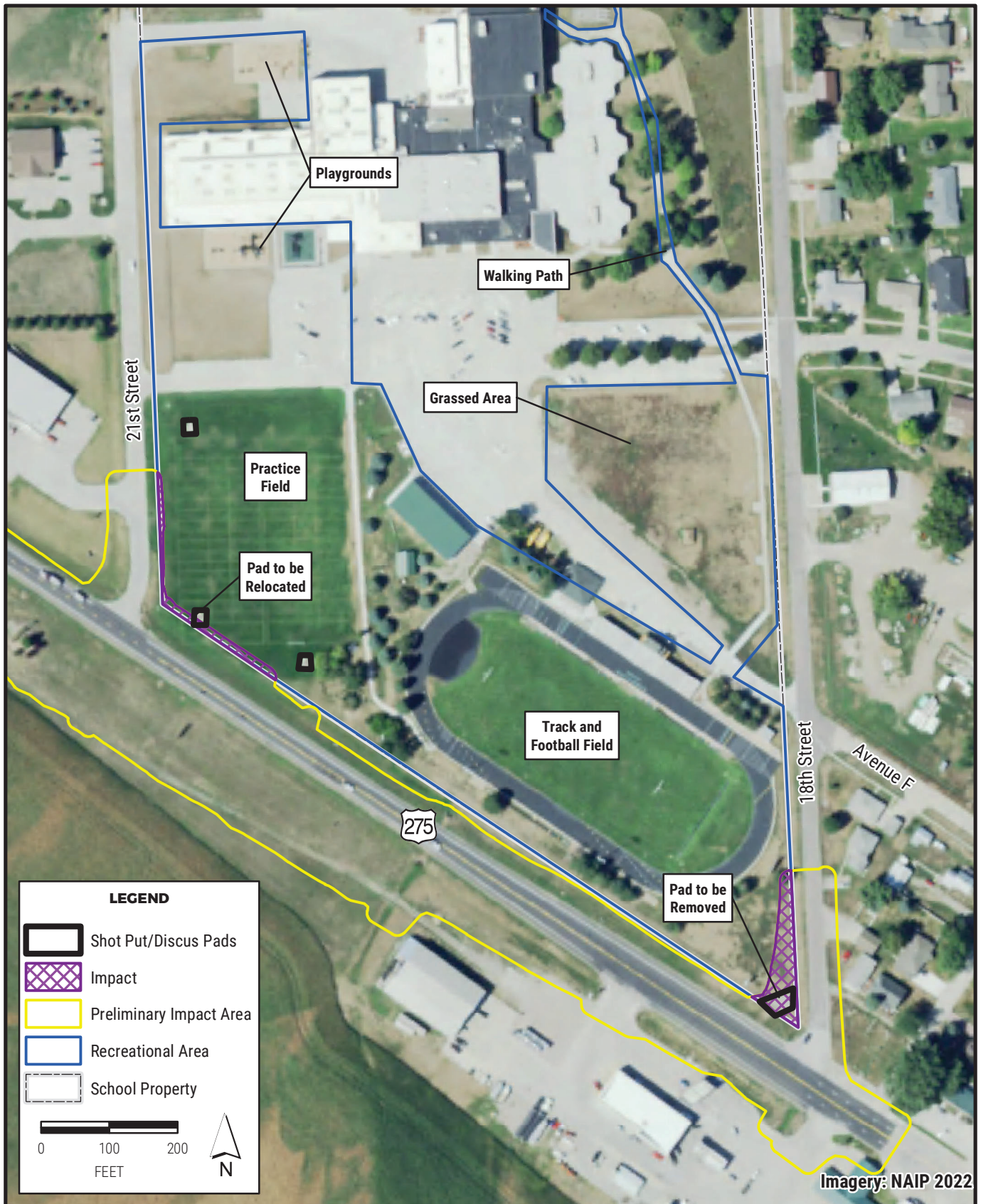
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by NDOT pursuant to 23 USC 326 and the First Renewed Memorandum of Understanding dated September 17, 2021, and executed by FHWA and NDOT. CEs not assigned to NDOT under the CE Assignment MOU continue to be processed in accordance with the processes contained in the *Environmental Procedures Manual*, with the exception that review and approval are retained by the Federal Highway Administration.

Federal Highway Administration

TAYLOR ROBERT PETERS Digitally signed by TAYLOR ROBERT
PETERS
Date: 2024.05.22 09:06:52 -05'00'

Date:







Jim Pillen, Governor

March 4, 2024

Mr. Chad Boyer
Superintendent
Wisner-Pilger Public Schools
PO Box 580
801 18th Street
Wisner, NE 68791

RE: Request for Concurrence: Section 4(f) *de minimis* for Wisner-Pilger Public Schools
Nebraska Department of Transportation Project: **Norfolk - Wisner**
Project No. S-275-6(1052); Control Number 32319

Dear Mr. Boyer:

As part of the National Environmental Policy Act (NEPA) review process for developing an Environmental Assessment in support of the Norfolk - Wisner project, the Nebraska Department of Transportation (NDOT) requires your concurrence regarding impacts on Department of Transportation Act Section 4(f) resources adjacent to the project. The Federal Highway Administration's (FHWA) Section 4(f) regulations, entitled Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites, codified at 23 CFR Part 774, govern the use of land from publicly owned parks, recreation areas, wildlife and waterfowl refuges, and public or private historic sites for Federal highway projects. These requirements are commonly referred to as Section 4(f) because the requirements originated in Section 4(f) of the Department of Transportation Act of 1966 (Pub. L. 89-670, 80 Stat. 931).

Project Description

This project is 16.0 miles in length and is located on U.S. Highway 275 (US-275) in Stanton and Cuming Counties, starting 0.30 mile west of the junction of US-275 and Nebraska Highway 57 (N-57) and extending east to 0.25 mile southeast of the west corporate boundary of Wisner (Figure 1). Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

The improvements on this project consist of expanding the existing two-lane highway to a four-lane expressway by constructing a new, parallel, two-lane roadway on one side of the existing US-275 (called "2+2 Construction" by NDOT). In addition to mainline US-275 construction, the Project would improve US-275 tie-ins to Nebraska Highway 15 (N-15) at two locations and Nebraska Highway 51 (N-51) northwest of Wisner, along with various county roads. Additional work would consist of concrete repairs, culvert work, trench widening, removing and replacing pavement, bridge repairs, bridge replacement, lighting, and signing & striping. Grading would be required for the entire length of this project.

This project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Some county roads would not be constructed under traffic. Traffic would be detoured utilizing adjacent county roads. Work would not be required on those routes. Additional property rights would be required

Vicki Kramer, Director

Department of Transportation

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Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

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EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



Jim Pillen, Governor

to build this project. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements. Details would be determined at the construction meeting.

The project would acquire approximately 0.22 acre of right-of-way from the Wisner-Pilger Public Schools (Figure 2) for construction of an offset right-turn lane at 21st Street and realignment of 18th Street to improve sight distance at the US-275 intersection. The shot-put/discus pad in the southeast corner of the property would be removed as the pad is no longer used. A portion of the practice field in the southwest corner of the property would be acquired and the shot-put/discus pad would be relocated approximately 20-30 feet northwest of its current location.

Section 4(f) Property

Because the project involves an action by FHWA, it comes under the purview of Section 4(f) of the Department of Transportation Act regarding the use of public recreational facilities for transportation purposes. The Wisner-Pilger Public Schools, and its associated practice field, walking path, track, green space north of the track and football field, qualify for protection under Section 4(f) as they are publicly owned and open to the public for use. The school building is not open to the public and is not considered a recreational attribute of the property, thus it does not qualify for Section 4(f) protection.

Section 4(f) requires coordination with the officials having jurisdiction over the potentially affected resource. As the official with jurisdiction over Wisner-Pilger Public Schools, NDOT is requesting your concurrence that the proposed **Norfolk – Wisner** project would not adversely affect the activities, features, and attributes of Wisner-Pilger Public Schools.

Section 4(f) Analysis

Title 23, Part 774.3 of the Code of Federal Regulations (CFR) provides for Section 4(f) approval. As relevant to this project, one of the approvals outlined under Part 774.3(b) includes determination that the use of the land would have a *de minimis* (minor) impact (as defined in §774.17) on the property. There are three conditions that must be met for this project to qualify for a *de minimis* impact decision under Section 4(f). These three conditions, and associated discussion as to how they have been addressed for this project, are as follows:

Condition 1) *"The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization and mitigation or enhancement measures incorporated into the project, does not adversely affect the protected activities, features, or attributes of the property, on either a temporary or permanent basis."*

The attached Figure 2 shows the preliminary impact area at the Wisner-Pilger Public Schools and current property boundaries. The project would acquire 0.22 acre of right-of-way from the Wisner-Pilger Public Schools, less than two percent of the entire property, for intersection improvements at 21st and 18th Streets. The shot-put/discus pad in the southeast corner of the property would be removed. Based on coordination with school representatives, the pad is no longer used. A portion of the practice field in the

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Jim Pillen, Governor

southwest corner of the property would be acquired to construct a right-turn lane as requested by the school. The shot-put/discus pad would be relocated approximately 20-30 feet northwest of its current location. The field would still be able to be used for practice activities.

During the realignment of 21st Street and 18th Street, the roadways would be closed. Access to the school would remain open at one of the intersections, either 21st or 18th Street, during the closure of the other.

Use of the Wisner-Pilger Public Schools would be minimized to the extent practicable. The school property located outside of the acquired right-of-way areas would be marked on project plans as sensitive areas to be avoided, with no project activities occurring beyond these limits. Access to the school and fields, other than the acquired right-of-way areas, would remain open. The new intersection alignment would improve transportation and connectivity to the Wisner-Pilger Public Schools.

Condition 2) *"The public has been afforded the opportunity to review and comment on the effects of the project on the activities, features, and attributes of the Section 4(f) resource."*

Based on an analysis of the project scope and a civil rights analysis, a public hearing, a targeted mailer in the form of a public notification, legal notice, news release, temporary highway signs, website, social media, and a 30-day comment period were used as outreach tools for public involvement on this project. A public hearing was held at Wisner Pilger Public Schools in Wisner, Nebraska on Thursday, December 21, 2023, from 5:30 to 7:30 p.m., with approximately 108 stakeholders in attendance. The public notification involved mailing a postcard with a project location map to a compiled distribution list of 313 stakeholders and businesses adjacent to the project location, as well as potentially interested parties. Additionally, 195 public and private agencies with potential interest in the project were included in the distribution list, including the Nebraska Trucking Association. A legal notice was placed in two Nebraska Press Association (NPA) recognized newspapers; the Norfolk Daily News on December 6, 2023 and the West Point News on December 7, 2023. Temporary highway signs advertising the meeting were placed near the project location. Project information was added to NDOT's website at ndot.info/32319.

NDOT Public Involvement received 42 comments during the specified comment period (December 6, 2023 – January 22, 2024), including those presented during the hearing. Of these comments, five were regarding access and traffic near the school at 18th and 21st Streets. The remainder of the comments were regarding other portions of the project. These comments are summarized in the attached public involvement summary memo.

Vicki Kramer, Director

Department of Transportation

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DEPARTMENT OF TRANSPORTATION

Condition 3) *"There must be a documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions."*

As the official with jurisdiction over the Wisner-Pilger Public Schools, NDOT is requesting your concurrence. By signing this document below, the Wisner-Pilger Public Schools concurs that the acquisition of right-of-way, removal of the southeast shot-put/discus pad, and relocation of the southwest shot-put/discus pad would not adversely affect the protected activities, features, and attributes of the Wisner-Pilger Public Schools.

If you have any questions on the Norfolk - Wisner Project, please contact me at (402) 479-4412.

Sincerely,

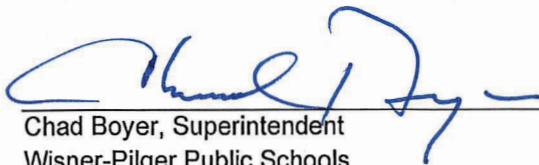


Jon Barber
Environmental Documents Unit Manager
Project Development Division

Enclosures: Project Location (Figure 1)
Wisner-Pilger School Impacts (Figure 2)
Public Involvement Summary Memo

Official with Jurisdiction Concurrence

As the official with jurisdiction over Wisner-Pilger Public Schools, I concur that the proposed project would not adversely affect the activities, features, and attributes that qualify Wisner-Pilger Public Schools for protection under Section 4(f). I acknowledge concurrence by signing on the line below.


Chad Boyer, Superintendent
Wisner-Pilger Public Schools

3/21/24
Date

Vicki Kranner, Director

Department of Transportation

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Public Hearing Summary

To: NDOT Environmental
From: Lucas Nelsen, Public Involvement Specialist
Date: February 21, 2024
RE: Public Involvement Summary Report, S-275-6(1052) Norfolk - Wisner; C.N. 32319

Public Involvement Outreach Requirements for Public Hearing: C.N. 32319, S-275-6(1052) Norfolk - Wisner

Based on an analysis of the project scopes and a civil rights analysis, a public hearing, a targeted mailer in the form of a public notification, legal notice, news release, temporary highway signs, website, social media, and a 30-day comment period were used as outreach tools for public involvement on this project. A public hearing was held at Wisner Pilger Public Schools in Wisner, Nebraska on Thursday, December 21, 2023, from 5:30 to 7:30 p.m., with approximately 108 stakeholders in attendance. The public notification involved mailing a postcard with a project location map to a compiled distribution list of 313 stakeholders and businesses adjacent to the project location, as well as potentially interested parties. Additionally, 195 public and private agencies with potential interest in the project were included in the distribution list, including the Nebraska Trucking Association. A legal notice was placed in two Nebraska Press Association (NPA) recognized newspapers; the *Norfolk Daily News* on December 6, 2023 and the *West Point News* on December 7, 2023. Temporary highway signs advertising the meeting were placed near the project location. Project information was added to NDOT's website at ndot.info/32319.

NDOT Public Involvement received 42 comments from 34 commentors during the specified comment period (December 6, 2023 – January 22, 2024). Of the 42 comments received, six were comments recorded during the public forum (see table below). Five comments were received in regard to the Wisner-Pilger Public Schools and improvements in the vicinity. The remainder of the comments were regarding other portions of the project. All written and phone comments received are attached.

Relevant Comments

The following comments are relevant to the Wisner-Pilger Public Schools.

- Two (2) individuals requested a circular intersection (roundabout) by the school and at US-275 and 13th Street to improve safety and reduce speed.
 - The project team explained that roundabouts were considered but are not proposed as improvements. Additionally, the team clarified that US-275 and 13th Street are beyond the limits of the project.
- One (1) individual requested that NDOT squares off 18th Street at US-275 and adds a pedestrian overpass.
 - The project team responded that design is working to optimize geometrics, minimize impacts to school property, and enhance pedestrian connectivity.
- One (1) individual asked about the right and left turn lanes into the school, and why NDOT would give access from a four-lane highway.
 - The project team explained that the proposed left-turn lanes and an offset right-turn lane at 21st Street would improve safety for school traffic by improving sight lines and allowing drivers to turn out of US-275 traffic away from through lanes.
- One (1) individual expressed safety concerns about his children traveling US-275 to the school.
 - The project team explained how left-turn lanes would be provided at the US-275 and 21st Street intersection to allow left-turns to occur without blocking the through lanes. Offset right-turn lanes would also be provided. would be provided at the US-275 and 21st Street intersection to allow right-turns without blocking through lanes and to improve sight distance for the approaches to those intersections. In addition, wider medians would allow drivers to negotiate eastbound and westbound US-275 separately and would result in safety improvements particularly near Wisner-Pilger Schools.

Public Forum Comments

Stakeholder lives on 570 Avenue, and asks NDOT why J- turns aren't listed online \right now. Asked why the first acknowledgment is located at the meeting site. Asked why there wasn't more transparency to stakeholders, and if it was because NDOT was afraid they would have to relocate the J-turns. Stakeholder agrees with the statements about J-turns being unsafe. Stated that NDOT is dealing with gravel intersections, not dealing with traffic on 91. – Stakeholder feels it's more of pain for the semis than having the median wide enough so drivers can get to the middle and wait. Stakeholder understands cross-traffic going 75 because they farm and own property along it.

Stated that when the four lane up by Norfolk and increased speed limit makes a difference in closing rates which drivers on the highway do not realize when coming up behind something.

Stakeholder's question is on the traffic accommodations. On 21st Street, they believe they heard NDOT say there is a right-hand turn lane that will be out there. Asked about traffic on the left-hand -- or, coming eastbound. Asked if there will be a turn lane from the eastbound for the eastbound traffic? Repeated that a presenter had mentioned something about a right-turn lane, but for the eastbound traffic but didn't mention anything for a left-turn lane. Stated that they've had quite a few accidents out on that intersection, and if you travel from east bound, you'll notice marks on the road. Stated that there was an accident a few days ago, and there have been some accidents with injury, as it's a heavily used intersection.

They would like to have a turn lane put in at the school as there are sometimes three buses turning at the same time.

Stakeholder stated that they'd like to know how NDOT is going to take care of landowner center pivots and if NDOT will replace them. Stated that they live on 570th Avenue, which NDOT does not plan on making a corner Stated that they've got to go down the road and come around, and would like to know if there's enough room to turn semis that way.

Stakeholder stated that the J turns are vastly undersized, including the current ones. Stated that they might accommodate a standard tractor-trailer, larger equipment with travels through here, and they need a bigger turning radius. Stated that they know it's probably standard by design and required, but the feels the inner shoulder needs to be more than 5 feet, for safety, especially when equipment is stuck in the ditch in the median, and also provides safety for fire and rescue.

Stakeholder stated that what the previous landowner said about J turns is exactly right. Feels that they're terribly undersized and not safe. Stated that they don't accommodate truck traffic. Stated that they have, roughly, a 65 - 70-foot long tractor-trailer combination, and feels the current turn down by Humphrey is not remotely safe. Stated that they can barely make the U-turn, and then they struggle to accelerate and remerge. Stated that it's terrible and they're supposed to have an expressway system.

Stated that NDOT should be doing overpasses like those by Fremont or in Omaha. Stated that NDOT has a bypass around Lincoln and a bypass around Fremont, and they deserve a bypass or overpass, not J turns.

Stakeholder asked if a traffic study had been done on Highway 15 regarding truck traffic. Stakeholder lives in Pilger estimates 100-200 semis use Highway 15 on a daily basis, and a lot of that truck traffic has to exit and enter the intersection at US-275 and N-15. Stated that their concern is how long the exit and entry lanes are for semis. Asked if the lane is going to be long enough to hold four or five semis at a time trying to make the turn.

From: [Aaron Becker](#)
To: [Nelsen, Lucas](#)
Cc: [Domogalla, Kevin](#)
Subject: Hwy 275
Date: Thursday, December 7, 2023 1:44:00 PM
Attachments: [image002.png](#)

Some people who received this message don't often get email from aaron.becker@pilgercoop.com. [Learn why this is important](#)

Good Afternoon Lucas,

I received a postcard in the mail about the Hwy 275 project between N-57 and Wisner, and I have a couple of questions.

Do you plan on building on the North or South side of the existing highway, and how do you plan on laying out the junction of 15/275 north of Pilger? Building on the North will affect my personal property, so I'm concerned about that.

When is your projected start date and completion date? We will need some access to gravel roads and field entrances and would like to know how that can be handled and coordinated when the time arrives. We also have a liquid fertilizer plant on N-57, so we use the 57/275 junction pretty heavily in the springtime. We're all excited about 4 lanes, but just trying to be as prepared as we can be.

Appreciate it,

Aaron Becker

President
Farmers Cooperative
325 W. 1st St.
Pilger, NE 68768
Office 402-396-3414
Cell 402-360-0104



From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Subject: Comment Inquiry for Norfolk - Wisner
Date: Thursday, January 11, 2024 11:51:15 AM

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Aaron Becker

Email

aaron.becker@pilgercoop.com

Address

84107 574 Ave.

City

Pilger

State

Nebraska

Zip

68768

Comment

I am the General Manager/President of Farmers Cooperative headquartered in Pilger. I'm concerned with this project and the not so popular J-Turns that are in the plans. With our Ag Equipment, we try to avoid going down Hwy 275 because of the traffic. With so many county roads and bridges that are not passable, we have to cross Hwy 275 in multiple places. It has been preached to me by state employees, that the J-Turns are safer than just simply crossing

the highway. I believe in this case, this will be much more unsafe for our employees and our Ag Equipment, because we simply can't cross the highway, like we have done for decades. Not only will this be unsafe for our employees, this will also be very unsafe for our customers during planting and harvest time. Don't get me wrong, I'm 100% in favor of the 4 lanes, but in my opinion, I think this is a 'quick fix' to get the Hwy 275 completed. This project needs to be done the correct way, which means all 4 lanes need to be the same elevation so we can simply and safely cross with our equipment like we have always done. I'm sure you've been told this many times, but I will remind you again, this surrounding Ag Community and I have contributed many dollars into this state and our voices and opinions need to be taken into consideration here. This project will have a huge impact on us for years to come, and I think we need to have a seat at this table. Thank You, Aaron Becker Farmers Cooperative

From: [Bui, Tony](#)
To: [Nelsen, Lucas](#)
Cc: [Huebner, Samantha](#)
Subject: FW: Hwy 275
Date: Friday, January 12, 2024 1:14:38 PM
Attachments: [image001.png](#)
[image002.png](#)



Tony Bui

Public Involvement Manager

Nebraska Department of Transportation

OFFICE 402-479-4994

CELL 402-326-2316

tony.bui@nebraska.gov

dot.nebraska.gov | [Twitter](#)

From: McCullough, Steve <Steve.McCullough@nebraska.gov>
Sent: Thursday, January 11, 2024 8:14 PM
To: Domogalla, Kevin <Kevin.Domogalla@nebraska.gov>; Bui, Tony <tony.bui@nebraska.gov>; Ankeny, Shannon <Shannon.Ankeny@nebraska.gov>
Cc: Syslo, Mick <Mick.Syslo@nebraska.gov>; Neemann, Matt <Matt.Neemann@nebraska.gov>; Soula, Sarah <sarah.soula@nebraska.gov>
Subject: RE: Hwy 275

All,

I called Aaron & had a brief chat with him. He expressed his concerns and the group that formed to oppose the RCI concept. Nothing new from his note below. I did let him know that he will get a response to his concerns. Good conversation.

Steve McCullough

Assistant Design Engineer – NDOT Roadway

From: Domogalla, Kevin <Kevin.Domogalla@nebraska.gov>
Sent: Thursday, January 11, 2024 5:04 PM
To: Bui, Tony <tony.bui@nebraska.gov>; McCullough, Steve <Steve.McCullough@nebraska.gov>; Ankeny, Shannon <Shannon.Ankeny@nebraska.gov>
Cc: Syslo, Mick <Mick.Syslo@nebraska.gov>; Neemann, Matt <Matt.Neemann@nebraska.gov>; Soula, Sarah <sarah.soula@nebraska.gov>
Subject: RE: Hwy 275

Tony -Would you suggest that Steve should answer him with a thank you, your comments have been documented and you will receive a reply in the near future. Just so as to not leave him hanging.

From: Bui, Tony <tony.bui@nebraska.gov>
Sent: Thursday, January 11, 2024 1:28 PM
To: McCullough, Steve <Steve.McCullough@nebraska.gov>; Ankeny, Shannon <Shannon.Ankeny@nebraska.gov>
Cc: Syslo, Mick <Mick.Syslo@nebraska.gov>; Domogalla, Kevin <Kevin.Domogalla@nebraska.gov>; Neemann, Matt <Matt.Neemann@nebraska.gov>; Soula, Sarah <sarah.soula@nebraska.gov>
Subject: RE: Hwy 275

All –

We did receive this exact same message from multiple others (including Aaron Becker). Unless I hear otherwise, this will be logged as a comment during the official comment period and will receive a response along with the other comments once the comment period ends.

Thank you!



Tony Bui

Public Involvement Manager

Nebraska Department of Transportation

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tony.bui@nebraska.gov

dot.nebraska.gov | [Twitter](#)

From: McCullough, Steve <Steve.McCullough@nebraska.gov>
Sent: Thursday, January 11, 2024 12:58 PM
To: Ankeny, Shannon <Shannon.Ankeny@nebraska.gov>; Bui, Tony <tony.bui@nebraska.gov>
Cc: Syslo, Mick <Mick.Syslo@nebraska.gov>; Domogalla, Kevin <Kevin.Domogalla@nebraska.gov>; Neemann, Matt <Matt.Neemann@nebraska.gov>; Soula, Sarah <sarah.soula@nebraska.gov>
Subject: FW: Hwy 275

Shannon / Tony,

I've received the below email, but I don't plan to respond until we have a clear message on the Reduced Conflict Intersections (RCIs ... public refers them as J-Turns). Please log this email.

Steve McCullough

Assistant Design Engineer – NDOT Roadway

From: Aaron Becker <aaron.becker@pilgercoop.com>
Sent: Thursday, January 11, 2024 12:13 PM
To: McCullough, Steve <Steve.McCullough@nebraska.gov>
Subject: Hwy 275

You don't often get email from aaron.becker@pilgercoop.com. [Learn why this is important](#)

Good Afternoon Steve,

I'm sure the Hwy 275 project has been a hot topic at your office since the public meeting in Wisner. Well, I'm also pretty concerned about this project and the not so popular J-Turns that are in the plans. With our Ag Equipment, we try to avoid going down Hwy 275 because of the traffic. With so many county roads and bridges that are not passable, we have to cross Hwy 275 in multiple places. It has been preached to me by state employees, that the J-Turns are safer than just simply crossing the highway. I believe in this case, this will be much more unsafe for our employees and our Ag Equipment, because we simply can't cross the highway, like we have done for decades. Not only will this be unsafe for our employees, this will also be very unsafe for our customers during planting and harvest time. Don't get me wrong, I'm 100% in favor of the 4 lanes, but in my opinion, I think this is a 'quick fix' to get the Hwy 275 completed. This project needs to be done the correct way, which means all 4 lanes need to be the same elevation so we can simply and safely cross with our equipment like we have always done. I'm sure you've been told this many times, but I will remind you and whoever else again, this surrounding Ag Community and I have contributed many dollars into this state and our voices and opinions need to be taken into consideration here. This project will have a huge impact on us for years to come, and I think we need to have a seat at this table. I've been told there are a few individuals that are trying to arrange a meeting concerning this and I will be a part of that as well, but I'm not sure if you have any suggestions or advice on what can take place from this point? The short visit we had in Wisner, you seemed to be more reasonable than others, so that's why you're the lucky one to get an email from me.

We're looking for some help.

Appreciate your time,

Aaron Becker

President

Farmers Cooperative

325 W. 1st St.

Pilger, NE 68768

Office 402-396-3414

Cell 402-360-0104



From: [Randy Oertwich](#)
To: [Nelsen, Lucas](#)
Subject: FW: Hwy 275 expansion
Date: Monday, December 11, 2023 11:27:17 AM

You don't often get email from randy.oertwich@ufarm.com. [Learn why this is important](#)

From: Randy Oertwich
Sent: Monday, December 11, 2023 11:21 AM
Subject: Hwy 275 expansion

Lucas,

I am a landowner along proposed 4 lane from Wisner to Hwy 57.

I own land personally and also am shareholder in Bojak Inc.

At last meeting they had moved new construction by 15 south to the north side which had effected 4 homesites. Did they move it back to south side where it had always been ?

I have supported the 4 lane since first talked about in a meeting in Pilger in 1985.

Thanks,

Randy

Randy Oertwich

LAND MANAGER | SALES ASSOCIATE



O: [\(402\) 371-0065](tel:(402)371-0065) | C: [\(402\) 649-0777](tel:(402)649-0777) | Randy.Oertwich@ufarm.com

800 W. Benjamin Avenue | Suite B | Norfolk, NE 68701

UFARM.COM

From: [Bui, Tony](#) on behalf of [NDOT, Public Involvement](#)
To: [Huebner, Samantha](#); [Nelsen, Lucas](#)
Subject: FW: Comment Inquiry for Norfolk - Wisner
Date: Wednesday, January 17, 2024 2:27:22 PM
Attachments: [image001.png](#)



Tony Bui

Public Involvement Manager

Nebraska Department of Transportation

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tony.bui@nebraska.gov

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From: noreply@nebraska.gov <noreply@nebraska.gov>
Sent: Wednesday, January 17, 2024 2:10 PM
To: NDOT, Public Involvement <ndot.PublicInvolvement@nebraska.gov>
Subject: Comment Inquiry for Norfolk - Wisner

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Randy Oertwich

Email

randy.oertwich@ufarm.com

Address

57387 hwy 275

City

pilger

State

Nebraska

Zip

68768

Comment

I live at 57387 Hwy 275. 1/4 mile west of 574. I support this project and realize the need. I have attended every meeting including one held at Pilger Senior center in 1988 hosted by Sen Stan Schellpepper. Too bad it was not constructed then as Fremont to Norfolk was estimated to cost less than this section will cost. I did attend the J turn meeting on the 16th. I have 2 concerns, 1. I do not want an access road coming across my front yard. I will work with the state and enhance the road that comes off 574 ave. 2. There was no access on map at 1/2 mile line between 574 and 573. The drive that is there now is used by my trucks to haul all or parts of 487 acres to the north. there can be up to 93 truck loads come out that driveway. I can not haul grain with grain cart to other drives. Once again up to 93 loads going an extra 1/2 mile behind a tractor to truck is unacceptable. I farm 7 farms that will be impacted by expressway. 4, pivots affected. One is in cuming county at east end of wide hwy by 15 north junction. You cannot remove all our 1/2 mile access points. Randy 402-649-0777 Bojak, Randy and Lori Oertwich , Sharon Miller ,Bobalu Investments, Scott Koehler . Just a few of the land that I farm that is owned or rented. Thank You
Randy Oertwich

Phone Log

Date:

12/20/23

Time:

10 AM

Caller

Receiver

Name:

Ann Dietrich

Name:

Lucas Nelsen

Company:

Company:

NDOT PI

Address:

Address:

1500 NE Parkway, Lincoln, NE 68502

Phone No.:

720-344-2145

Phone No.:

402-479-3890

Re:

CN 32319 - Norfolk - Wisner

Discussion:

Live in CO, can't make it to hearing. Own land south of the project, so have an interest in the project. People that farm the field, Carmen and Gary, likely know about the meeting and she plans to inform them.

Suggest livestreaming for meetings for landowners that may live out of state.

Resolution:

Noted that materials are posted online after the meeting, including narrated presentation for those that are unable to make it to meetings or hearings in person. Also noted opportunity to comment on the project throughout the comment period.

☐ For Your Concurrence

☒ For Your Information



NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

We need circular intersection by the school and
where blacktop south of town meets with 275

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

Name: (Please Print) _____

Address: _____

City, State, Zip: _____

Phone: _____ Email: _____



U.S. Department
of Transportation
Federal Highway
Administration

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

I understand that borrow for the project is something contractors are responsible for acquiring. I also understand that sand may be used for borrow - at least to some extent. The Wisner Yacht Club, Ltd owns $\pm$ 180 acres located at 293 S road - approximately 3 miles east of Wisner & 1 mile south of Highway 275. And may be interested in working with potential contractors to provide borrow. Please advise potential contractors to contact Thomas B. Donner
P.O. Box 32
Wisner NE, 68791
402-372-2719 / 402-529/3536 / 402-992-0406
or tbdonnerlaw@qwestoffice.net

What is your overall satisfaction with the proposed project?

Very Dissatisfied ☐ Somewhat Dissatisfied ☐ Neutral ☐ Somewhat Satisfied ☐ Very Satisfied ☒

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Name: (Please Print) Thomas B Donner
Address: P.O. Box 32
City, State, Zip: Wisner NE 68791
Phone: See above → Email: _____

From: [Milliken, Scott](#)
To: [Nelsen, Lucas](#)
Cc: [Swanson, Alan](#); [Soula, Sarah](#)
Subject: CN 32319 Public Hearing
Date: Friday, December 22, 2023 9:00:44 AM

Re: CN 32319 Public Hearing

Hi Lucas,

I took comments from 4 groups after the presentation at the Public Hearing.

The 1st comment was for acceleration / deceleration lanes for heavy vehicles at the 2 Junctions of US-275 with N-15. Specifically for the west Junction and for queues of up to 4 trucks. I did not record the name of the men as these comments were like those spoken and recorded in the comments after the presentation.

The 2nd set of comments were from Sharon Garvin (1118 Sherman Street, Wayne 68787). She owns the agricultural land to the NE of the west Junction of US-275 and N-15. She wanted NDOT to know that there are 3 property owners in that corner. She owns the agricultural land, there is a homeowner, and an owner of the machine shop. The large presentation showed, in yellow, new pavement / surfacing off the county road to the east to the machine shop and home. Her 2 questions were about easements / ROW for the new pavement / surfacing and whether the new pavement / surfacing would be pavement or gravel. I know ROW will contact the 3 landowners about any easement or ROW agreements. Can someone please verify the surfacing for her?

The last individual was Scott Koehler (57341 Hwy 275). He owns the agricultural land to the northeast of S275_09309 where the presentation showed a significant ROW purchase to realign the county road north of US-275. He asked about reducing the taking of his property. He brought up closing the county road noting 2 homeowners to the north. He also requested an interchange. I told him that an interchange was not a viable option and that closing the county road would benefit him but may not be appreciated by the other homeowners. He then switched the conversation to the historical property on the SW corner of the west Junction of US-275 and N-15. He said he lived there 20 years (originally said 40) and that there were no artifacts there. He also said his father sold that land to another man standing nearby. He did note that there are artifacts including calvary buttons, bones, etc. north of the highway on the hill in the farmland NE of the structure noted above. He wanted to know the 'historical' of the 1st homesite in Stanton County so I asked Courtney Ziska if she would speak to him, and she did.

I did get 'In house' questions about the difference between a J-turn and RCUT which I answered.

I encouraged Scott to turn in comments.

Thank you.

Scott

RECEIVED

DEC 27 2023

Dec 23, 2023

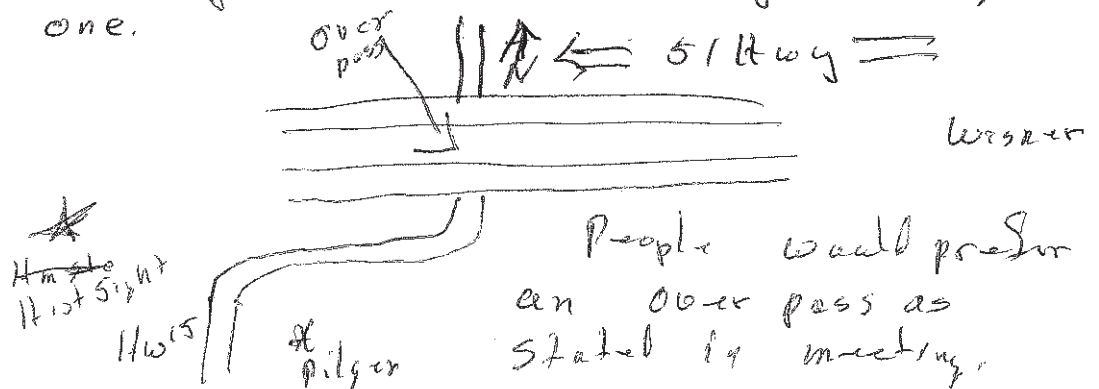
COMMUNICATION DIVISION

To Whom it may concern.

Enjoyed the public hearing on
Hwy 275 from Stanton to Hwy 57 to Wisner.

During the meeting
It was Wisner School + Rt + Left
turn lanes into school. — Why would
you give access to the school from a
4 lane Hwy. It was mentioned about
accidents already.

3 Hwy intersections — why not only
one.



I am happy with the present Rd
You are planning to build. Just random
thoughts from people's comments.

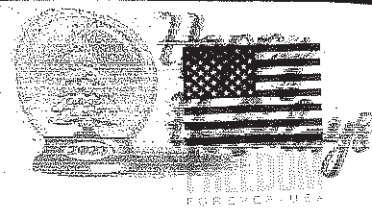
Don Jackson

dj@kij@gmail.com

Daniel Jackson
2203 Koenigstein Ave.
Norfolk, NE 68701

OMAHA NE 680

23 DEC 2023 PM 3 L



RECEIVED

DEC 27 2023

COMMUNICATION DIVISION

Lucas Nelson
NDOT Public Involvement
PO Box 94759
Lincoln, NE 68500
4759

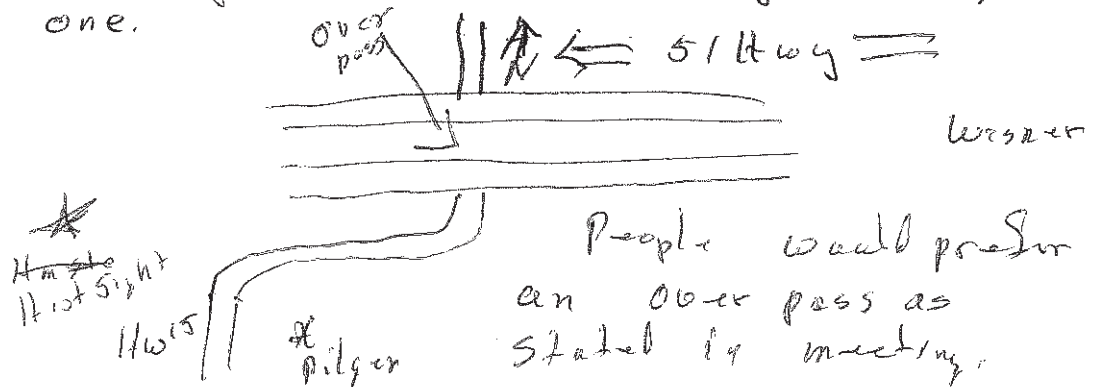
68509-475959



Hwy 275 - from Starline Hwy 37 to Wisner

During the meeting
It was Wisner School + Rt + Left
turn lanes into school. — Why would
you give access to the school from a
4 lane Hwy. It was mentioned about
accidents, etc.

3 Hwy intersections — why not only
one.



I am happy with the present Rd
You are planning to build. Just random
thoughts from people's comments.

Dan Jackson

dj@kij@gmail.com



U.S. Department
of Transportation
Federal Highway
Administration

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

Glad to see this project getting started
Road should be safer thru the hills
in Stanton County.

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☒

Name: (Please Print) Daniel Jackson
Address: 2203 Koenigstein Ave
City, State, Zip: Norfolk, NE 68701
Phone: 402-640-6121 Email: djdjks@gmail.com



NEBRASKA

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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

We need circular intersection by the school for safety
and speed reduction

Also a circular intersection where the blacktop meets Hwy
275 & 13th st

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

Name: (Please Print)

Roger Kuester

Address:

1200 Avenue E

City, State, Zip:

Wisner, Nebraska 68791

Phone:

402-380-5030

Email:

roger.kuester2@gmail.com



NEBRASKA

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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

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P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

ASK BRANDIE IF QUESTIONS

Page 3-5

Figure 3-1

Access at S Road relative to property

Would like full paper copy of EA and info specifically
noted above (page, access)

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

Name: (Please Print) DAVID METSKARE

Address: 1111 AVE D

City, State, Zip: WISNER NE 68791

Phone: 402-719-0741

Email:



NEBRASKA

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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

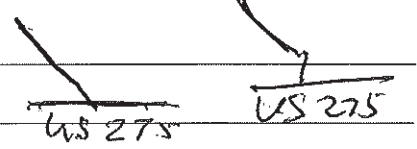
S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

Square off 18th St. @ US 275



Pedestrian overpass at 18th St & US 275

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very Dissatisfied
☐

Somewhat Dissatisfied
☐

Neutral
☐

Somewhat Satisfied
☐

Very Satisfied
☐

Name: (Please Print)

Al Vacanti

Address:

3122 S. 145th St.

City, State, Zip:

Omaha, NE, 68144

Phone:

308-430-3704

Email:

From: [Nelsen, Lucas](#) on behalf of [NDOT, Public Involvement](#)
To: [Nelsen, Lucas](#)
Subject: FW: Comment Inquiry for Norfolk - Wisner
Date: Wednesday, December 27, 2023 8:37:08 AM

From: noreply@nebraska.gov <noreply@nebraska.gov>
Sent: Friday, December 22, 2023 1:46 PM
To: NDOT, Public Involvement <ndot.PublicInvolvement@nebraska.gov>
Subject: Comment Inquiry for Norfolk - Wisner

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Jim Lange

Email

jimlange@yahoo.com

Address

1900 N. 17th Circle.

City

Norfolk

State

Nebraska

Zip

68701

Comment

Why are you going through Wisner (and I am assuming Beemer in

the next phase)? Would it not be more with the intent of an expressway to go around (possibly tie into Hwy 51 and following to the north and then going to 275 east of Beemer) That would alleviate 25 mph in Wisner and nearly as slow in Beemer.

From: [Domogalla, Kevin](#)
To: [Nelsen, Lucas](#)
Subject: FW: Highway 275 proposed engineering changes
Date: Friday, December 22, 2023 1:15:24 PM

I received this today. Shall I tell him we have included it with the comments and will reply in the near future?

From: Brad Maas <bmaas@stanton.net>
Sent: Friday, December 22, 2023 11:58 AM
To: Domogalla, Kevin <Kevin.Domogalla@nebraska.gov>
Subject: Highway 275 proposed engineering changes

You don't often get email from bmaas@stanton.net. [Learn why this is important](#)

Dear Mr. Domogalla: My name is Brad Maas, I own and operate Maas Feedlots LLC in Stanton county. I have 2 feedlot locations, 1 north of 568 Ave and 275, and 1 located south of 275 on 569 avenue.

I am concerned with proposed J Turns placed off and on these two roads. The feedlot has 75± trucks per week turning off and on these 2 roads loaded with anything from distillers, corn, cattle plus a variety of other commodities. In addition to numerous tractors and implements that will not, in my opinion, be safe going down the highway to and through the J turn.

My truck and equipment operators make every effort to go across highway 275 rather than down the highway in order to maintain the flow of traffic in either direction. In those situations that this is not possible, with J turns in place, our operators will be driving large, slow moving equipment that will take up both lanes to the J turn and back to either 568 or 569 avenue.

In my opinion, the engineering of highway 275, especially in regards to the J turns, does not take into consideration the amount of rural, large and slow moving equipment that travel up and down 275. Again, I have major safety concerns for my operators and all those that may encounter them on the highway.

Regards,

Brad Maas
Maas Feedlots LLC

From: alexandercattle@gmail.com
To: [Nelsen, Lucas](#); [Domogalla, Kevin](#)
Subject: HWY 275 comments
Date: Saturday, January 20, 2024 1:15:13 PM

Some people who received this message don't often get email from alexandercattle@gmail.com. [Learn why this is important](#)

Dear Sirs;

I had recently reached out to both of you on phone conversations on Dec. 22nd 2023. Hopefully you had made notes of our conversation, however I thought I would make some written comments as well.

First off, please know I am in full support of the HWY 275 widening, in fact I was one of the founding members of 4 Lanes 4 Nebraska group to get the ball rolling so to speak. I do have some concerns however with the plan to widen an area and have the water/drain ditch down the middle of the lanes. I do see how this might seem reasonable many years ago, but not in today's or current landscape conditions. Numerous things have changed over the years to the properties on both sides of the widening area.

Most of the land on both north and south of the area has been tiled. Many of the tile drain into reservoirs and the water is lifted to the surface and then runs its natural course. We have learned how to farm the land, which for years was too wet to even get into the fields. The main drainage ditch that feeds the area has been blocked or redirected into a holding lagoon. This ditch is responsible for draining nearly 300 acres so that alone changes the water run to the affected area immensely.

The proposed plan moves the south lanes much further on to my property and other people's property. This has direct results of the need to buy additional land, remove or change tile lines, move and change center pivots, move and change reservoirs and lift stations, move and change electricity service and change drainage areas of the existing lands.

I am looking forward to the HWY 275 widening project and visiting with the engineers for the best results.

Regards;

J.D. Alexander
Alexander Cattle & Farms
57555 841 ½ Road
Pilger, NE 68768
(402)649-1510

Phone Log

Date:

12-26-23

Time:

AM

Caller

Receiver

Name:

JD Alexander

Name:

Kevin Domogalla

Company:

Company:

NDOT

Address:

Address:

408 North 13th St

Phone No.:

Phone No.:

402-370-3470

Re:

CN 32319 - Norfolk - Wisner

Discussion:

Spoke to JD Alexander this morning. He owns land near Humbug Creek and the east Highway 15 junction. He was asking for additional or relocated drives. He understands our controlled access policy and the desire to combine drives and reduce the number of entrances but he may pursue further in ROW negotiations. He does have a drain tile and lift station approximately 563 right. I encouraged him to bring this up to the negotiator when contacted to ensure we have shown all subsurface impacts in the offer.

I received a question also on the sight distance for 574th Avenue looking east. Claims there is a dip in the highway that may lose sight of westbound vehicles.

Resolution:

☐ For Your Concurrence

☒ For Your Information

Phone Log

Date:

12/27/23

Time:

Caller

Receiver

Name:

JD Alexander

Name:

Lucas Nelsen

Company:

Company:

NDOT PI

Address:

Address:

1500 NE Parkway, Lincoln, NE 68502

Phone No.:

402-649-1510

Phone No.:

402-479-3890

Re:

CN 32319 - Norfolk - Wisner

Discussion:

(Voicemail)

I'm a landowner along highway 275. I was unable to attend the public hearing regarding the information at the Wisner high school.

I do have some questions and thoughts, I'd appreciate a phone call back.

Resolution:

Kevin Domogalla and Lucas Nelsen both spoke to JD Alexander after this voicemail.

☐ For Your Concurrence

☒ For Your Information

Phone Log

Date:

1/11/24

Time:

Caller	Receiver
Name: JD Alexander	Name: Lucas Nelsen
Company:	Company: NDOT PI
Address: 57555 841 1/2th Rd, Pilger, NE 68768	Address: 1500 NE Parkway, Lincoln, NE 68502
Phone No.: 402-649-1510	Phone No.: 402-479-3890
Re: CN 32319 - Norfolk - Wisner	
Discussion: Owens land west of N-15 intersection, north and south of 275. Have area blocked off from flood plain, so no water comes down that ditch anymore and under the existing highway. Very little if any continues to go through there on my property. Not sure if median needs to be that wide on property. Tile the area as well, and neighbor has tile. Neighbor to the west's tile system can go into ditch, but ditch that goes north and southwest of the N-15 has been essentially dammed up. Lift station for tile on southeast portion of neighbor's property that would drain into that ditch where it meets existing 275. Has tile on southeast corner of quarter north of the 275/N-15 intersection, but that stays north of the highway and drains east. Everything draining from property stays north of existing 275. Drainage to the south doesn't occur from property until just west of N-15/275 intersection. South of 275 is pretty well tiled, and there's a lift station along the north side where there's wetland and proposed culvert. Proposed expansion would likely go over one or two tile lines and reservoir. Tile has to be buried about 6 ft deep into that reservoir because ground is so low in the area. Proposed would require moving reservoir and tile. The other wetland that runs diagonally north and east connects to a ditch currently—drains into existing ditch right now because it's been dug out, but there's no culvert. Made it so it can drain into the existing ditch if there's high water. New proposed expansion would block drainage to the ditch and doesn't show a proposed culvert. Property stops at the Stanton/Cuming Co line.	
Resolution: Noted that information would be passed on to the project team and commenter could expect official response in the future.	☐ For Your Concurrence ☒ For Your Information



NEBRASKA

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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

It would be nice if there could be an on site meeting with someone who knows where the new ROW's will be located for utilities to have a better idea of where their poles, wire & equipment can be set & not be at a culvert or field entrance. Also a clear explanation of dirt being removed or added in areas where relocation of utilities is happening to prevent having wire not deep enough at hwy crossings.

Time frames of when each utility is expected to have their equipment relocated & old removed.

RECEIVED

DEC 27 2023

COMMUNICATION DIVISION

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☒

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Name: (Please Print) Scott Haber. Operations Mgr. Cuming Co. PPD
Address: 500 S. Main St.
City, State, Zip: West Point NE 68788.
Phone: 402-380-0249 Email: shaber@ccppd.com

From: [Jeremy S.](#)
To: [Nelsen, Lucas](#)
Subject: 275 Norfolk to Wisner comment/question
Date: Saturday, January 6, 2024 5:36:36 PM

You don't often get email from starhusker78@gmail.com. [Learn why this is important](#)

Hello,

I am a resident in Wayne County on HWY 15 (5 miles south of Wayne) and commute to Norfolk 4 times a week.

I am reaching out to you about a specific section of the project. The area is both hwy 15 intersections and the roadway between the north and south interchanges of HWY 15 on 275.

I am a resident of Wayne County (reside 5 miles south of Wayne) and commute to Norfolk 4 times a week traveling specifically this area both directions.

On my way to Norfolk the traffic on HWY 15 has a large volume of cattle trucks commuting south to Schuyler from the North on HWY 15 . On 275 between the north and south interchanges of 15 is the area I am most cautious and concerned with on my commute. The trucks barely make it to at least 55 mph before turning onto 15 into Pilger. With new lanes, wider intersections, and trucks switching lanes I have more concerns about this area once this area is complete. I wish I had a cheap idea on how to make this area be constructed, however, the one solution that comes to mind would be roundabouts with dividers so all vehicles can not switch lanes prior and during the commute through the roundabouts. Ideally I would prefer the 15 intersections and road be reconstructed but the cost of the project would help hwy 15 north to Wayne have passing lanes completed sooner.

Thanks for taking the time to read my email and PLEASE look into solutions for my area of the commute in which I and many other Nebraskans travel with hopes of all safety moving forward.

Jeremy Starzec
Wayne, NE

Phone Log

Date:

1/10/24

Time:

10 AM

Caller

Receiver

Name:

Mark Melcher

Name:

Kevin Domogalla

Company:

Company:

NDOT

Address:

Address:

408 North 13th St

Phone No.:

402-750-0139

Phone No.:

402-370-3470

Re:

CN 32319 - Norfolk - Wisner

Discussion:

He asked numerous questions on the process for design and approval of design concepts. Explained to him we have hired HDR and given them design parameters to follow to get to a preferred alternative with the final design being approved by the Roadway Design Engineer. He says he is talking to all landowners and tenants from the Wayne county line south to the Elkhorn River. Has been trying to contact Commissioner Copple to set up a meeting to talk to him about his issues. He says he has been in touch with Alan Hoehne but did not say he has been invited to the meeting that Mr. Hoehne has set up. Very respectful in his conversation but does ask leading questions. Also wanted a copy of the video recording of the meeting. I told him it was not taped but we did have a court reporter capturing the presentation and testimony.

Resolution:

☐ For Your Concurrence

☒ For Your Information

Phone Log

Date:

1/11/24

Time:

Caller

Receiver

Name:

Mark Melcher

Name:

Lucas Nelsen

Company:

Company:

NDOT PI

Address:

569th Ave

Address:

1500 NE Parkway, Lincoln NE 68502

Phone No.:

402-750-0139

Phone No.:

402-479-3890

Re:

CN 32319 - Norfolk - Wisner

Discussion:

Surprised not everyone received a letter. Think that it wasn't put in bold print that the J intersections would be proposed. May have to retain legal counsel. Good to show on mosaic what roads lay to the north and south of the project. Minimum maintenance roads and county roads on the project especially. Landowners I've spoken to from the Wayne Co. line to the Elkhorn River are opposed to the J turns. Wonder why J turns aren't spelled out in black ink anywhere.

Resolution:

Explained process for notification--direct mail to adjacent property owners, legal notices, and digital message boards on highway--and noted opportunity to comment on project throughout comment period.

☐ For Your Concurrence

☒ For Your Information



U.S. Department
of Transportation
Federal Highway
Administration

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

I'm very happy that completion of this project is finally scheduled.

My concern is the 4 mile block that doesn't allow left turns. There are many cattle trailer semi's and farm equipment that takes that stretch of Hwy 275. Not being able to cross that stretch of Hwy 275 is going to cause problems.

Hwy 275 gets a LOT of semi tractor traffic. If traffic is backed up for a T turn - it will cause problems.

I think you are seriously underestimating the amount of farm equipment that travels on Hwy 275. There are many bridges in Stanton County that farm equipment can't travel over and so they are forced to take the highway.

RECEIVED

JAN 11 2024

COMMUNICATION DIVISION

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☒

Very
Satisfied
☐

Name: (Please Print) Diane DAVIS

Address: 200 W Oak St

City, State, Zip: Pilger NE 68768

Phone: (402) 516 6569

Email: _____

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Subject: Comment Inquiry for Norfolk - Wisner
Date: Thursday, January 11, 2024 11:38:07 AM

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Ryan D Kruger

Email

ryan.kruger@pilgercoop.com

Address

84148 569 Ave

City

Stanton

State

Nebraska

Zip

68779

Comment

I would like to see them change the proposed J-turns on the highway 275 project back to regular intersections. We live in an agricultural community, and this will profoundly impact where I live and work. We try our best to avoid using the highway with our equipment, but this will force us onto the highway with slow moving equipment causing more of a safety concern for us as well as other drivers for no reason other than to save some money on not

correctly redoing the existing intersections. My neighbors and I in the neighborhood would like someone to come up here for a meeting to discuss the possibilities of moving away from these proposed J turns. It may not impact the commuters traveling down 275 but it will cause a severe impact to those of us living in the area. Thanks, Ryan Kruger

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Subject: Comment Inquiry for Norfolk - Wisner
Date: Thursday, January 11, 2024 12:13:54 PM

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Crystal Ramaker

Email

crystal.ramaker82@gmail.com

Address

84277 569TH AVE

City

STANTON

State

Nebraska

Zip

68779

Comment

J turns are not necessary at every gravel road. It will impede traffic patterns and cause a large amount of issues for the traffic that is utilizing these road ways.

From: [Bui, Tony](#) on behalf of [NDOT, Public Involvement](#)
To: [Nelsen, Lucas](#); [Huebner, Samantha](#)
Subject: FW: Comment Inquiry for Norfolk - Wisner
Date: Tuesday, January 16, 2024 8:26:43 AM
Attachments: [image001.png](#)



Tony Bui

Public Involvement Manager

Nebraska Department of Transportation

OFFICE 402-479-4994

CELL 402-326-2316

tony.bui@nebraska.gov

dot.nebraska.gov | [Twitter](#)

From: noreply@nebraska.gov <noreply@nebraska.gov>
Sent: Monday, January 15, 2024 2:59 PM
To: NDOT, Public Involvement <ndot.PublicInvolvement@nebraska.gov>
Subject: Comment Inquiry for Norfolk - Wisner

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Bret Burtwistle

Email

bretburtwistle@yahoo.com

Address

83761 567Ave

City

Stanton

State

Nebraska

Zip

68779

Comment

As a landowner and renter of 8 quarters of ground that will be affected by the highway expansion, I would like to voice my disapproval of the J-turn idea for 4 miles in a row. Those 4 miles are where the ground I farm or own. I would much prefer dirt being moved on the existing lanes or what would be the new West bound lanes. Especially with the snow storm we just had I believe the state can do a better job of alleviating some of the drifting problems by moving dirt. My biggest concern is all my equipment turning on the J-turns. I have several trucks and large farm equipment that this tight turning will take a toll on tires, axles and twisting and binding. I agree that J-turns have a place on some roads, but not at these 4 intersections in a row. And not on county roads.

Phone Log

Date:

1/16/24

Time:

Caller

Receiver

Name:

Mike and Jeanne Lance

Name:

Lucas Nelsen

Company:

Company:

NDOT PI

Address:

Address:

1500 NE Parkway, Lincoln, NE

Phone No.:

402-396-3718

Phone No.:

402-479-3890

Re:

CN 32319 - Norfolk - Wisner

Discussion:

Received a phone call from Mike and Jeanne Lance to say they are not in favor of the J-turns proposed. It is less convenient to make the turn especially with farm trucks and equipment. They do not own land in the vicinity but wanted to call in their opinion.

Resolution:

Asked if they wanted to write in a comment or simply let me take a phone log and they opted for the phone log.

☐ For Your Concurrence

☒ For Your Information

From: [Bui, Tony](#) on behalf of [NDOT, Public Involvement](#)
To: [Neemann, Brandie](#); [Domogalla, Kevin](#)
Cc: [Nelsen, Lucas](#); [Huebner, Samantha](#)
Subject: FW: Comment Inquiry for Norfolk - Wisner
Date: Monday, January 22, 2024 2:15:59 PM
Attachments: [image001.png](#)

FYI.

The website and the aerial mosaic seems to be working fine on my end. It's an uploaded PDF so there shouldn't be anything malfunctioning or only partially functioning.

<https://dot.nebraska.gov/media/q2hdvn1k/32319-public-hearing-scroll-plot-1-halfsize.pdf>



Tony Bui

Public Involvement Manager

Nebraska Department of Transportation

OFFICE 402-479-4994

CELL 402-326-2316

tony.bui@nebraska.gov

dot.nebraska.gov | [Twitter](#)

From: noreply@nebraska.gov <noreply@nebraska.gov>

Sent: Saturday, January 20, 2024 3:47 PM

To: NDOT, Public Involvement <ndot.PublicInvolvement@nebraska.gov>

Subject: Comment Inquiry for Norfolk - Wisner

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Alan Hoehne

Email

ahoehne@stanton.net

Address

84285 570 Ave

City

Stanton

State

Nebraska

Zip

68779

Comment

I object to the proposed J turn on the hwy 275 & 570 ave. It will unfairly impact and lower the property values on property that relies on the 570 ave hwy 275 intersection, compared to 568 ave and 569 ave That will both have double stop 90 ft wide median intersections. The 570 Ave intersection needs this same type of intersection for numerous reasons. Agriculture, safety, etc. The 570 ave with the double stop style intersection, would be the safest of any of the intersections in the area. Also unlike the 568 & 569 intersections, no future work because of this type of intersection would be required, it will have a half mile or more visibility of oncoming traffic into the intersection from both directions. 568 & 569 both have severely reduced visibility to the east of the oncoming west bound traffic. There possibly will be serious accidents at both of these intersections with out the removal of the hill blocking the view of oncoming west bound traffic. Like I said before, the 570 ave intersection, if done with a double stop 90 foot wide median, would be the last construction required for this intersection, forever. It would be a truly safe expressway functioning intersection for everybody involved in using it, all expressway traffic, all entering and exiting traffic and any form of cross traffic including agriculture, semi's, trucks & all vehicles. Also as of January 20 2024 at 3:30 p.m. the plot 1 on the mosaic aerial is only partially functioning, on this website. I cannot see the plans for my property due to it not working properly, with the comment period ending in only a few days, this information must be provided

to me, an effected landowner, for obvious timely reasons. Thank
You Alan Hoehne

From: [Bui, Tony](#) on behalf of [NDOT, Public Involvement](#)
To: [Nelsen, Lucas](#); [Huebner, Samantha](#)
Subject: FW: Comment Inquiry for Norfolk - Wisner
Date: Wednesday, January 17, 2024 12:25:03 PM
Attachments: [image001.png](#)



Tony Bui

Public Involvement Manager

Nebraska Department of Transportation

OFFICE 402-479-4994

CELL 402-326-2316

tony.bui@nebraska.gov

dot.nebraska.gov | [Twitter](#)

From: noreply@nebraska.gov <noreply@nebraska.gov>
Sent: Wednesday, January 17, 2024 10:09 AM
To: NDOT, Public Involvement <ndot.PublicInvolvement@nebraska.gov>
Subject: Comment Inquiry for Norfolk - Wisner

Form Results

Project

Norfolk - Wisner

Project URL

<https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/>

Full Name

Alan Hoehne

Email

ahoehne@stanton.net

Address

84285 570 ave

City

Stanton

State

Nebraska

Zip

*68779

Comment

The 570 intersection on 275 should be handled the same way as the 568 & 569 intersections. Farm machinery on the Pilger to Stanton cut across road use this intersection to cross 275. Also the 570 intersection provides the best visibility in both directions of any of the cross road intersections between hwy 57 and 15. If the road height is made the same as the current north existing lanes in this intersection, and a 90 foot median with stop signs where added. This would be a very safe vital intersection crossing for agriculture machinery. I live north of 275 on 570 ave and have seen all my life the volume of farm equipment that use this route during each agriculture season, especially after a modern no weight limit 24' wide bridge was placed on 570 ave making it the best road to take to go to the north. I feel to abandon the safest cross intersection in this stretch of the 275 expressway would be a costly mistake. You have a safe useful intersection that serves the public well, use it.

Alan Hoehne



U.S. Department
of Transportation
Federal Highway
Administration

NEBRASKA

Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

Will be happy with the new highway, but
very against the J turn that is being
proposed. It will be a very big inconvenience
for the farmers in this area. It will be
very difficult to turn a loaded semi on this
type of turn.

RECEIVED

JAN 19 2024

COMMUNICATION DIVISION

What is your overall satisfaction with the proposed project?

The Nebraska Department of
Transportation (NDOT) and the
Federal Highway Administration
(FHWA) appreciate your input.
Your comments, questions, and
suggestions will be reviewed by
appropriate personnel. Thank
you for your participation.

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

Name: (Please Print)

Mike Herbolsheimer

Address:

84228 570 Ave

City, State, Zip:

Stanton NE 68779

Phone:

402-439-5137

Email:

cin1958@hotmail.com

Phone Log

Date:

1/19/24

Time:

11:30 AM

Caller**Receiver**

Name:

David Oligmueller

Name:

Lucas

Company:

Company:

NDOT

Address:

420 E Oak, Pilger, NE 68768

Address:

1500 Nebraska Parkway, Lincoln, NE 68502

Phone No.:

402-750-4556

Phone No.:

402-479-3890

Re:

CN 32319 - Norfolk - Wisner

Discussion:

Own land on the south side of US-275. Wondered why it's considered a wetland. 20 acres one mile east of US-275 and N-15.

Own land on the south side of Pilger with sand. Wondering if sand and gravel could put pumped out to be used for the project and have it be made into in the lake.

Curious if his 20 acres will be taken if they could just take everything and make him a lake on his property south of Pilger.

Resolution:

☐ For Your Concurrence☒ For Your Information



NEBRASKA

Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

S-275-6(1052) US-275 Norfolk - Wisner; C.N. 32319

Please submit your written comments by January 22, 2024.

Return to: Lucas Nelsen
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

lucas.nelsen@nebraska.gov
402-479-3890 Office
402-479-3989 Fax

We have concerns on how you will be handling the Center Pivots on the land that is selected for the new roadway.

How will you be handling the change that will need to occur on a property when you take away a drive way.

We have concerns that the turning lanes in the middle of the 4 lane will be large enough to handle a semi truck and trailer safely.

RECEIVED

JAN 22 2024

COMMUNICATION DIVISION

RECEIVED

JAN 22 2024

COMMUNICATION DIVISION

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☒

Somewhat
Satisfied
☐

Very
Satisfied
☐

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Name: (Please Print)

Kayla Roth Kuxhansen

Address:

458 S Rd

City, State, Zip:

Wisner, NE 68791

Phone:

402-380-1753

Email:

rothkuxhansen2017@yahoo.com

From: [Beverly So](#)
To: [Nelsen, Lucas](#)
Subject: Norfolk Wisner 275 project #2
Date: Monday, January 22, 2024 2:37:14 PM

You don't often get email from sojive5@gmail.com. [Learn why this is important](#)

Good afternoon,

My farmland will be directly affected by the 275 Norfolk-Wisner project. My land is west of the Wisner Dollar General and borders on Hi 51. Living in Michigan, I was unable to attend the public hearing in December.

At this time I have a few questions related to the Highway 275 project.

1. From the information posted online, it is my understanding that the new portion of the highway will be constructed north of the existing highway. I am wondering why that was chosen rather than the south side.

2. How much of my land, an estimate by feet and acres will be affected. This is all prime farmland and like others, there will be a loss of income.

Your answers to these questions will be greatly appreciated.

Sincerely,

Beverly So

4407 Terra Lane

Saint Joseph, MI 49085

574-360-9535

From: [Bui, Tony](#)
To: [Nelsen, Lucas](#); [Huebner, Samantha](#)
Subject: Fwd: Highway 275 expressway
Date: Tuesday, January 23, 2024 6:13:07 PM

Include this to receive a response.

Tony Bui
Public Involvement Manager
Nebraska Department of Transportation
OFFICE 402-479-4994
CELL 402-326-2316
tony.bui@nebraska.gov

From: McCullough, Steve <Steve.McCullough@nebraska.gov>
Sent: Tuesday, January 23, 2024 5:58:35 PM
To: Bui, Tony <tony.bui@nebraska.gov>
Cc: Domogalla, Kevin <Kevin.Domogalla@nebraska.gov>
Subject: FW: Highway 275 expressway

Tony ... please log this email into public comments.

Kevin ... I'll follow up with Gary Godbersen on this email.

Steve McCullough
Assistant Design Engineer – NDOT Roadway

From: carmen godbersen <carmenjoan65@hotmail.com>
Sent: Tuesday, January 23, 2024 4:41 PM
To: McCullough, Steve <Steve.McCullough@nebraska.gov>
Subject: Highway 275 expressway

You don't often get email from carmenjoan65@hotmail.com. [Learn why this is important](#)

Dear Steve, I visited with you the evening you were in Wisner discussing the projected 4-lane development of Highway 275. We are the tenants of the farm at the intersection of Hwy 15 N & 275 on SE corner. We have a concern on the number of acres the roadway is going to use along this section of the road. I believe the concern on your end was the wetlands in this area, I would like to inform you that this farm has had a considerable amount of tiling done and I know the farms around us have done a considerable amount as well. I just wanted you to be aware of this before making your final decisions on design. If you have any questions for me, please feel free to contact me @ 402-649-0270. Thank you, Gary Godbersen

From: [Josh Alexander](#)
To: [Nelsen, Lucas](#); [Domogalla, Kevin](#)
Subject: Highway 275 project
Date: Tuesday, January 23, 2024 2:46:19 PM

Some people who received this message don't often get email from jddalexandercattle@gmail.com. [Learn why this is important](#)

Gentlemen,

My name is Josh Alexander. I am the secondary owner of Alexander Cattle & Farms in Pilger, and the son of JD Alexander. I know he has recently reached out to you both, and I also wanted to let you know my feelings on the 275 project.

I am also fully in support of the highway expansion to help increase safe, and logistical productivity to the economy of northeast Nebraska as a whole. But, in an email and conversations I know you have received from my father, I'm not in favor of fully expanding/extra widening of the drainage ditch around the junctions of the highway 15 corridor. Over the course of the years, we now contain and control the majority of the water that used to run through that drainage area. With the addition of our lagoon and containment facilities, the water from the surrounding northern acres are controlled, contained, and distributed well via center pivot irrigation on our property on the north side of 275. We have also extensively tiled and managed the ground south of 275 that we own. By widening for drainage, it will be very costly and timely for both us, and the state.

I am also the father of 3 children who travel highway 275 most days to Wisner for school or activities. I feel there are some safety issues that need to be addressed, especially for those youths that are new to driving, with increased risk of crossing lanes, and higher traffic flow.

Both my father and I look forward to visiting with engineers to help make the new highway project the best possible version, with the least amount of change and cost to ourselves and the public.

Thank you for your time and look forward to hearing from you on the matter.

Josh Alexander
Alexander Cattle & Farms
57555 841 1/2 Rd
Pilger, NE 68768
402-649-0080

Appendix J

Paleontology



Date: Friday, March 22, 2024
Project: Norfolk-Wisner; (S-275-6(1052)); C.N. 32319
To: Courtney Ziska, NDOT
From: Shane Tucker, Highway Paleontology Program
Subject: Evaluation of Impact to Paleontological Resources

**Evaluation of Impact to Paleontological Resources
Norfolk-Wisner (S-275-6(1052))
C.N. 32319**

In the early 2000s, the Highway Paleontology Program recovered fossil snails and isolated vertebrate remains from freshly-made roadcuts on the Norfolk East (US-275) Project between Norfolk and the junction of US-275 and N-57. Construction exposed portions of the Peoria loess, Loveland loess, and sand and gravels associated with glacial outwash. These specimens included two ancient prairie dog lower jaws and isolated snake vertebrae.

N-57 to Wisner (US-275) Project

The University of Nebraska State Museum has five vertebrate paleontology localities within one-mile (either direction) of US-275. There are three additional sites within 2-miles (either direction) of US-275. The majority of these sites are from ancient sand and gravel layers exposed in the bluffs above the floodplain. Additional fossils were recovered from commercially-mined gravel operations on the floodplain of the Elkhorn River.

Potential Fossil Yield for Rock Layers

Fossil abundance in any given rock unit throughout this corridor is directly tied to the origin of the rock units. Wind-blown loess deposits (Peoria loess and Loveland loess) have moderate potential whereas fluvial sand and gravels (Pleistocene and Holocene in age) have a moderate to high potential yield for paleontological resources. Both of these lithologies are present within the limits of the project.

Significance of the Fossils

The fossils from this particular area are extremely important providing the best evidence for faunal and climate change for the last part of the Ice Age (10,000 years to 1.2 million) in Nebraska. The most significant specimens collected within this corridor are an upper and lower molar from an extremely large mammoth. This one million-year-old behemoth may have been the largest land mammal to walk in North America regardless of time interval.

It is nearly impossible to determine exactly where fossil resources will be encountered due to the vegetative cover and/or the nature of preservation. Preliminary pedestrian surveys planned for 2020 were cancelled due to Covid. The majority of our mitigation efforts will be occurring during construction. The Program has found it beneficial to leave open wind-blown loess exposures for additional weathering with appropriate erosion control measures in place (i.e. silt fence) to maximize collecting efforts. We

discovered isolated elements and several dozen partial skeletons of ground squirrels, gophers, mice, and snakes using similar techniques on the Arnold East (N-92) and North Loup-Ord (N-11) Projects.

Preliminary faunal list from Elkhorn Valley (Pleistocene/Holocene) Deposits

Paramylodon harlani (Ground sloth)*

Megalonyx jeffersonii (Ground sloth)*

Mammuthus columbi (Columbian mammoth)*

Mammuthus meridionalis (Early mammoth)*

Mammut americanum (American mastodon)*

Equus sp. (Ice Age horse)*

Camelops sp. (Camel)*

Rangifer sp. (Caribou)*

Cervalces scotti (Stag-moose)*

Symbos cavifrons (Woodland musk-ox)*

Cervus elaphus (Elk)

Odocoileus sp. (Deer)

Platygonus sp. (Peccary)

Bison antiquus (Large bison)*

Bison bison (Bison)

Canis dirus (Dire wolf)*

Canis latrans (Coyote)

Lynx rufus (Bobcat)

Ursus americanus (Black bear)

Arctodus simus (Short-faced bear)*

Taxidea taxus (Badger)

Procyon lotor (Raccoon)

Erethizon dorsatum (Porcupine)

Ondatra zibethicus (Muskrat)

Castoroides ohioensis (Giant beaver)*

(* = extinct species)