

# Nebraska Department of Roads

Presented Draft Report of the  
Corridor Development and Management Plan

**TCSP-71-2(112); C.N. 51436**

*Heartland Expressway*

*Corridor Development and Management Plan*

***DRAFT REPORT***



## CERTIFICATE

I, Sarah Kugler, Public Involvement Coordinator for the Communication Division of the Nebraska Department of Roads, do hereby certify that on **April 23, 2014 the Draft Heartland Expressway Corridor Development and Management Plan Report was made available for public viewing and comment through May 29, 2014.**

The State of Nebraska Department of Roads and the Nebraska State Highway Commission, under authority of Section 39-1110, Nebraska Revised Statutes, Reissue of Volume III, 1993, and in compliance with federal regulations, did present the draft to the following locations:

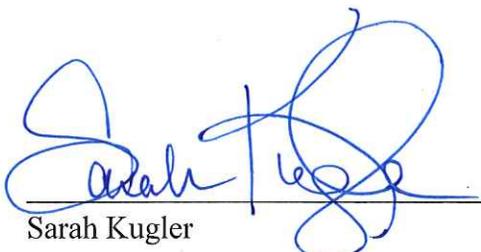
**city offices and public libraries in  
Chadron, Alliance, Scottsbluff, Gering and Kimball, Nebraska**

for the following project:

### **TCSP-71-2(112); C.N. 51436** ***Heartland Expressway*** ***Corridor Development and Management Plan***

I further certify that, to the best of my ability, the accompanying material describes an accurate record of the public proceedings; that all materials provided to the public, or accurate duplicates, are documented in this report. All materials received from the public, including citizen comments received by the public involvement office within two weeks subsequent to the proceedings, are the actual documents as received or accurate duplicates or transcripts.

Witnessed by my hand and the official seal of the Nebraska Department of Roads affixed this October 16, 2014:



Sarah Kugler  
Public Involvement Coordinator  
Nebraska Department of Roads



APPENDIX

NOTIFICATION

PUBLIC COMMENTS

## NOTIFICATION

### Legal Notice of Public Meeting

- Request for Publication
- Affidavit of Publication
  - ***Western Nebraska Observer***  
*April 23, 2014*
  - ***Alliance Times-Herald***  
*April 23, 2014*
  - ***Scottsbluff Star-Herald***  
*April 23, 2014*
  - ***Gering Courier***  
*April 23, 2014*
  - ***Chadron News***  
*April 23, 2014*

### Mailing

- Postcard
- Mailing Database

### NDOR Website Page

## NEBRASKA DEPARTMENT OF ROADS

# NOTICE OF HIGHWAY PUBLIC INVOLVEMENT

### ***TCSP-71-2(112) Heartland Expressway Corridor Development and Management Plan, Draft Report; C.N. 51436***

The Nebraska Department of Roads (NDOR) is presenting the draft report of the Corridor Development and Management Plan for the Heartland Expressway located within Nebraska.

The Heartland Expressway is located between Limon, Colorado and Rapid City, South Dakota and connects to I-25 in Wyoming via U.S. Highway 26. The Heartland Expressway is the middle section of the larger Great Plains International Trade Corridor that extends from Mexico to Canada. Approximately 200 miles of the Heartland Expressway's 498 miles is located within Nebraska's borders.

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- The identification of impediments to the development and construction of the corridor, including potential environmental, social, political and economic objections.

NDOR held public meetings on October 13, 2011 and June 7, 2012. These meetings introduced the study to the public and clarified upcoming activities and processes associated with the Plan, and provided the opportunity for public input on the preliminary information.

Copies of the Draft Heartland Expressway Corridor Development and Management Plan may be perused at the NDOR District Five Headquarters, 140375 Rundell Rd., Gering, NE, as well as the City offices and public libraries in Chadron, Alliance, Scottsbluff, Gering, and Kimball. The physical addresses for these locations are listed below. It may also be found on the NDOR website at: <http://www.transportation.nebraska.gov/projects/heartland-exp/index.htm>. NDOR is making this report available to public and local, state, and federal agency review and comment through May 29, 2014. The draft report is also available at NDOR Headquarters, 1500 Hwy 2, Lincoln, NE.

**Chadron:**

PO Box 390  
234 Main  
69337-0390  
City Phone: 308-432 0505  
Fax: 308-432-0503

**Alliance:**

PO Box D  
324 Laramie Avenue  
69301-0070  
City Phone: 308-762-5400  
Fax: 308-762-7848

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69361-2495  
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Fax: 308-630-6294

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Fax: 308-235-2971

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Scottsbluff, NE 69361  
308-630-6250

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1055 P Street  
Gering, NE  
308-436-7433

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208 S Walnut St, Kimball, NE 69145  
308-235-4523

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Materials can be provided in alternative languages or formats if requested. Written comments or requests should be submitted to: Sarah Kugler, Public Involvement Coordinator, Nebraska Department of Roads, P.O. Box 94759, Lincoln, NE 68509-4759; [sarah.kugler@nebraska.gov](mailto:sarah.kugler@nebraska.gov); voice telephone (402) 479-4871, TDD telephone (402) 479-3834, Fax (402) 479-3989. For further information, contact the NDOR District Five Engineer, Craig Lind, (308) 436-6587, [craig.lind@nebraska.gov](mailto:craig.lind@nebraska.gov).



**Dave Heineman**  
Governor

## STATE OF NEBRASKA

DEPARTMENT OF ROADS

*Randall D. Peters, P.E., Director - State Engineer*

1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759

Phone (402) 471-4567 • FAX (402) 479-4325 • [www.transportation.nebraska.gov](http://www.transportation.nebraska.gov)

April 18, 2014

**Western Nebraska Observer**

118 E 2nd St

Kimball, NE 69145

(308) 2353631

[editor@westernnebraskaobserver.net](mailto:editor@westernnebraskaobserver.net)

Re: Legal Notice of Highway Public Involvement—  
NDOR Project:

**TCSP-71-2(112) Heartland Expressway Corridor Develop  
Draft Report; C.N. 51436**

Please publish the accompanying text as a standard legal notice, on or prior to April 23rd, 2014.

Upon publication please send two copies of a notarized proof of publication, including billing, to:

Sarah Kugler

NDOR Communication Division

P.O. Box 94759

Lincoln, NE 68509-4759

If you have any questions concerning this notice, call (402) 479-4871. Please confirm receipt to [sarah.kugler@nebraska.gov](mailto:sarah.kugler@nebraska.gov). Thank-you.

Sincerely,

Sarah Kugler  
Public Involvement Coordinator  
Communication Division  
(402) 479-4871

Request for Publication  
was sent; however,  
was not published



**Dave Heineman**  
Governor

**STATE OF NEBRASKA**

**DEPARTMENT OF ROADS**

*Randall D. Peters, P.E., Director - State Engineer*

1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759

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April 18, 2014

**Alliance Times-Herald**

PO Box G  
114 E 4th St  
Alliance, NE 69301  
(308) 762-3060  
[athnews@alliancetimes.com](mailto:athnews@alliancetimes.com)

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April 18, 2014

***Star-Herald***

PO Box 1709  
1405 Broadway  
Scottsbluff, NE 69361  
(308) 632-9000  
[jennifer.harms@starherald.com](mailto:jennifer.harms@starherald.com)

Re: Legal Notice of Highway Public Involvement—  
NDOR Project:

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Sarah Kugler  
Public Involvement Coordinator  
Communication Division  
(402) 479-4871

**NEBRASKA DEPARTMENT OF ROADS  
NOTICE OF HIGHWAY PUBLIC INVOLVEMENT**

TOSP-71-2(12) Heartland Expressway Corridor Development and Management Plan, Draft Report, C.N. 51436

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Copies of the Draft Heartland Expressway Corridor Development and Management Plan may be perused at the NDOR District Five Headquarters, 140375 Ründell Rd., Gering, NE, as well as the City offices and public libraries in Chadron, Alliance, Scottsbluff, Gering, and Kimball. The physical addresses for these locations are listed below. It may also be found on the NDOR website at: <http://www.transportation.nebraska.gov/projects/heartland-exp/index.htm>. NDOR is making this report available to public and local, state, and federal agency review and comment through May 29, 2014. The draft report is also available at NDOR Headquarters, 1500 Hwy 2, Lincoln, NE.

**Chadron:**  
PO Box 390  
234 Main  
69337-0390  
City Phone: 308-432-0505  
Fax: 308-432-0503

**Chadron Public Library:**  
507 Bordeaux St  
Chadron, NE 69337  
(308) 432-0531

**Alliance:**  
PO Box D  
324 Laramie Avenue  
69301-0070  
City Phone: 308-762-5400  
Fax: 308-762-7848

**Alliance City Library:**  
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**Gering City**

**Library:**  
1055 P Street  
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308-436-7433

**Kimball:**  
223 South Chestnut Street  
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City Phone: 308-235-3639  
Fax: 308-235-2971

**Kimball Public**

**Library:**  
208 S Walnut St, Kimball, NE 69145  
308-235-4523

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Published in the Star-Herald  
Scottsbluff, Nebraska  
11 April 24, 2014

Accounts Receivable Bookkeeper of the  
s, at Scottsbluff, Scotts Bluff County,  
Published in said paper 1 (one)

was published in the regular and entire

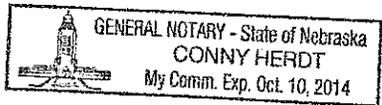
issues and every number of the paper on the days mentioned, the same being the corresponding day of each week during the period of time of publication and that said notice was published in the newspaper proper and not in the supplement.

SUBSCRIBED in my presence and sworn to before me on Jennifer Narme April 24, 2014

Conny Herdt  
Notary Public

The publication fees amount to \$ 87.80

NEBDPR - 53881866



See Attached

NDOR DOC# 1619930  
 APP# 00549089  
 TRANS 1513 CE 290  
 ACTIVITY 5400 ACCOUNT 4215  
 AMOP - DATE 4-28-14  
 APPROVED (PRINT NAME) Mary Jo Oie  
 APPROVED SIGNATURE [Signature]



**Dave Heineman**  
Governor

## STATE OF NEBRASKA

DEPARTMENT OF ROADS

*Randall D. Peters, P.E., Director – State Engineer*

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Phone (402) 471-4567 • FAX (402) 479-4325 • [www.transportation.nebraska.gov](http://www.transportation.nebraska.gov)

April 18, 2014

### ***Gering Courier***

PO Box 1709

1405 Broadway

Scottsbluff, NE 69341

(308) 436-2222

[jennifer.harms@starherald.com](mailto:jennifer.harms@starherald.com)

Re: Legal Notice of Highway Public Involvement—  
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***TCSP-71-2(112) Heartland Expressway Corridor Development and Management Plan,  
Draft Report; C.N. 51436***

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Sincerely,

A handwritten signature in cursive script that reads "Sarah Kugler".

Sarah Kugler  
Public Involvement Coordinator  
Communication Division  
(402) 479-4871

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Published in the Gering Courier  
Gering, Nebraska  
1st April 24, 2014

**CATION**

TMS do solemnly swear that I am the Accounts Receivable Bookkeeper of the Journal of general circulation, published weekly at Gering, Scotts Bluff County, Nebraska; that the form forms a part of this affidavit was Published in said paper 1 (one)

on April 24, 2014 published, respectively

that said notice was published in the regular and entire paper on the days mentioned, the same being the corresponding day of each week during the time that said notice was published in the newspaper proper and not in the supplement.

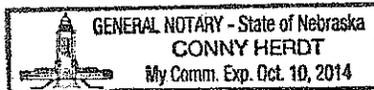
Jennique Narme

and sworn to before me on April 24, 2014

H. Herdt

\$ 87.80

81859



See Attached

NDOR DOC# 1619961  
 ABE# 00523544  
 TRANS# 5400 DE 290  
 ACTIVITY# 5400 ACCOUNT 4215  
 NIGP# - DATE 4-28-14  
 APPROVED (PRINT NAME) Mary Jo Die  
 APPROVED SIGNATURE [Signature]



**Dave Heineman**  
Governor

**STATE OF NEBRASKA**

**DEPARTMENT OF ROADS**

*Randall D. Peters, P.E., Director – State Engineer*

1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759

Phone (402) 471-4567 • FAX (402) 479-4325 • [www.transportation.nebraska.gov](http://www.transportation.nebraska.gov)

April 18, 2014

***The Chadron News***

PO Box 1141  
248 West Second  
Chadron, NE 69337  
(308) 432-5511  
[cdrrecord@bbc.net](mailto:cdrrecord@bbc.net)

Re: Legal Notice of Highway Public Involvement—  
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Sincerely,

Sarah Kugler  
Public Involvement Coordinator  
Communication Division  
(402) 479-4871

**PROOF OF PUBLICATION  
STATE OF NEBRASKA  
COUNTY OF DAWES**

I, Kerri Rempp, editor of the Chadron Record, being first duly sworn, on my oath, depose and say that the Chadron Record is a weekly legal newspaper for the publication of legal and other official notices, printed and published at Chadron, in Dawes County, Nebraska in the English language and having a bonafide circulation of at least three hundred copies weekly and which said Chadron Record has been published within said county of Dawes County for more than fifty-two successive weeks prior to the publication of the attached notice, and printed in an office maintained in Chadron, the place of publication, and that I have personal knowledge of the fact of the publication of said notice as hereafter specified.

That a legal notice of which the annexed is a printed copy, cut from the said Chadron Record and to which reference is hereby made as part of this affidavit was regularly published in said weekly newspaper once each week for 1 successive weeks, the first of said weekly publications having been so made in said newspaper on the 23 day of Apr, 20 14; and the last of said weekly publications having been so made in said newspaper on the \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_; that the said notice was published in the regular and entire issue of every number of said newspapers during the time of publication; and that said published in the newspaper, and not in the supplement.

Kerri Rempp

Subscribed in my presence and sworn to before me this

23 day of Apr, A.D., 20 14.

Rudolph Nies Notary Public

Printer's Fee \$ 69-5743

Paid by \_\_\_\_\_

  
**865**  
**NEBRASKA DEPARTMENT OF ROADS**  
**NOTICE OF HIGHWAY PUBLIC INVOLVEMENT**  
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 Fax: 308-432-0503  
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Questions or comments, please contact:

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Nebraska Department of Roads  
P.O. Box 94759, Lincoln, NE 68509-4759  
[sarah.kugler@nebraska.gov](mailto:sarah.kugler@nebraska.gov)  
402-479-4871



## HEARTLAND EXPRESSWAY (Temp)

5/31/12

	Address	Sort
1.	City of Alliance Administrative Assistant PO Box D 324 Laramie Ave Alliance NE 69301-0770	Administrative - Alliance
2.	City of Bridgeport Administrator Box 280 809 Main Bridgeport NE 69336-0280	Administrator - Bridgeport
3.	City of Gering Administrator 1025 P St PO Box 687 Gering NE 69341-2826	Administrator - Gering
4.	City of Kimball Administrator 223 S Chestnut St Kimball NE 69145-1219	Administrator - Kimball
5.	Alliance Chamber of Commerce PO Box 571 Alliance NE 69301	Alliance Chamber of Commerce
6.	Alliance Chamber of Commerce 302 Box Butte Ave Alliance NE 69301	Chamber of Commerce - Alliance
7.	Chadron Chamber of Commerce West 3rd St PO Box 646 Chadron NE 69337	Chamber of Commerce - Chadron
8.	Scottsbluff/Gering United Chamber of Commerce 1517 Broadway Ste 104 Scottsbluff NE 69361	Chamber of Commerce - Scottsbluff/Gering
9.	Scotts Bluff/Gering Chamber of Commerce 1517 Broadway #104 Scottsbluff NE 69361	Chamber of Commerce Scotts Bluff/Gering
10.	City of Alliance Chief of Police PO Box D 324 Laramie Ave Alliance NE 69301-0770	Chief of Police - Alliance
11.	City of Bridgeport Chief of Police Box 280 809 Main Bridgeport NE 69336-0280	Chief of Police - Bridgeport
12.	City of Gering Chief of Police 1025 P St PO Box 687 Gering NE 69341-2826	Chief of Police - Gering

HEARTLAND EXPRESSWAY (Temp)  
5/31/12

	Address	Sort
13.	City of Kimball Chief of Police 223 S Chestnut St Kimball NE 69145-1219	Chief of Police - Kimball
14.	City of Minatare Chief of Police 309 Main St Box 483 Minatare NE 69356	Chief of Police - Minatare
15.	City of Scottsbluff Chief of Police 2525 Circle Dr Scottsbluff NE 69361-2495	Chief of Police - Scottsbluff
16.	City of Sidney Chief of Police PO Box 79 1115 13th Ave Sidney NE 69162-0079	Chief of Police - Sidney
17.	City of Gering Clerk 1025 P St PO Box 687 Gering NE 69341-2826	City Clerk - Gering
18.	City of Minatare Clerk 309 Main St Box 483 Minatare NE 69356	City Clerk - Minatare
19.	City of Scottsbluff Clerk 1600 Beltline Hwy W Scottsbluff NE 69361-2495	City Clerk - Scottsbluff
20.	City of Terrytown Clerk/Treasurer 116 Terry Blvd Gering NE 69341-1601	City Clerk/Treasurer - Terrytown
21.	Alliance City Council PO Box D 324 Laramie Ave Alliance NE 69301-0770	City Council - Alliance
22.	Minatare City Council 309 Main St Box 483 Minatare NE 69356	City Council - Minatare
23.	City of Alliance City Manager PO Box D 324 Laramie Ave Alliance NE 69301-0770	City Manager - Alliance
24.	City of Scottsbluff Manager 2525 Circle Dr Scottsbluff NE 69361-2495	City Manager - Scottsbluff

## HEARTLAND EXPRESSWAY (Temp)

5/31/12

	Address	Sort
25.	City of Sidney Manager PO Box 79 1115 13th Ave Sidney NE 69162-0079	City Manager - Sidney
26.	City of Chadron PO Box 390 234 Main Chadron NE 69337-0390	City of Chadron
27.	City of Torrington PO Box 250 436 E 22nd Ave Torrington WY 82240-0250	City of Torrington
28.	City of Bridgeport Street Commissioner 809 Main Box 280 Bridgeport NE 69336-0280	Commissioner - Bridgeport
29.	City of Bridgeport Council Box 280 809 Main Bridgeport NE 69336-0280	Council - Bridgeport
30.	Box Butte County Assessor 515 Box Butte Ste 102 Alliance NE 69301	County Assessor - Box Butte
31.	Scotts Bluff County Assessor PO Box 868 Bridgeport NE 69336	County Assessor - Scotts Bluff
32.	Scotts Bluff County Assessor 1825 10 <sup>th</sup> St Gering NE 69341	County Assessor - Scotts Bluff
33.	Kimball/Banner County Chamber 122 S Chestnut St Kimball NE 69145	County Chamber - Kimball/Banner
34.	Banner County Clerk PO Box 67 Harrisburg NE 69345	County Clerk - Banner
35.	Box Butte County Clerk PO Box D 324 Laramie Ave Alliance NE 69301-0770	County Clerk - Box Butte
36.	Box Butte County Clerk PO Box 678 Alliance NE 69301	County Clerk - Box Butte
37.	Cheyenne County Clerk Box 217 Sidney NE 69162	County Clerk - Cheyenne
38.	Dawes County Clerk 451 Main St Chadron NE 69337	County Clerk - Dawes

## HEARTLAND EXPRESSWAY (Temp)

5/31/12

	Address	Sort
39.	Fall River County Clerk 906 N River St Hot Springs SD 57747	County Clerk - Fall River
40.	Kimball County Clerk 114 E 3rd St Ste 6 Kimball NE 69145	County Clerk - Kimball
41.	Morrill County Clerk PO Box 610 Bridgeport NE 69336	County Clerk - Morrill County
42.	Scotts Bluff County Clerk 1825 10 <sup>th</sup> St Gering NE 69341	County Clerk - Scotts Bluff
43.	Banner County Commissioner 3720 Rd 34 Gering NE 69341	County Commissioner - Banner
44.	Banner County Commissioner 2450 Spur 4A Harrisburg NE 69345	County Commissioner - Banner
45.	Banner County Commissioner 1357 Rd 30 Harrisburg NE 69345	County Commissioner - Banner
46.	Box Butte County Commissioner 2729 Emerson Alliance NE 69301	County Commissioner - Box Butte
47.	Box Butte County Commissioner PO Box F Alliance NE 69301	County Commissioner - Box Butte
48.	Box Butte County Commissioner 1839 Niobrara Alliance NE 69301	County Commissioner - Box Butte
49.	Cheyenne County Commissioner 6018 Rd 93 Dalton NE 69131-8236	County Commissioner - Cheyenne
50.	Cheyenne County Commissioner 834 Rd 149 Lodgepole NE 69149-2505	County Commissioner - Cheyenne
51.	Cheyenne County Commissioner 2330 Rd 93 Sidney NE 69162	County Commissioner - Cheyenne
52.	Dawes County Commissioner 1116 E 3rd St Chadron NE 69337	County Commissioner - Dawes
53.	Dawes County Commissioner 1001 Maple St Chadron NE 69337	County Commissioner - Dawes
54.	Dawes County Commissioner 12427 Hwy 271 Crawford NE 69339	County Commissioner - Dawes

## HEARTLAND EXPRESSWAY (Temp)

5/31/12

	Address	Sort
55.	Kimball County Commissioner PO Box 356 Kimball NE 69145	County Commissioner - Kimball
56.	Kimball County Commissioner 6115 Rd 26 S Dix NE 69133	County Commissioner - Kimball
57.	Kimball County Commissioner 717 Sycamore Kimball NE 69145	County Commissioner - Kimball
58.	Morrill County Commissioner HC 86 Box 180 Bayard NE 69334	County Commissioner - Morrill
59.	Morrill County Commissioner PO Box 83 Bridgeport NE 69336	County Commissioner - Morrill
60.	Morrill County Commissioner HC 85 Box 48 Bridgeport NE 69336	County Commissioner - Morrill
61.	Scotts Bluff County Commissioner 2410 4th Ave Scottsbluff NE 69361	County Commissioner - Scotts Bluff
62.	Scotts Bluff County Commissioner 30502 Hwy 92 Lyman NE 69352	County Commissioner - Scotts Bluff
63.	Scotts Bluff County Commissioner 90549 Sugar Factory Rd Scottsbluff NE 69361	County Commissioner - Scotts Bluff
64.	Scotts Bluff County Commissioner 1625 Aspen Gering NE 69341	County Commissioner - Scotts Bluff
65.	Scotts Bluff County Commissioner 1602 Ave P Scottsbluff NE 69361	County Commissioner - Scotts Bluff
66.	Colorado - DOT 4201 E Arkansas Ave Denver CO 80222	DOT - Colorado
67.	South Dakota - DOT 700 E Broadway Ave Becker-Hansen Bldg Pierre SD 57501	DOT - South Dakota
68.	Wyoming - DOT 5300 Bishop Blvd. Cheyenne WY 82009-3340	DOT - Wyoming
69.	Department of Economic Development 301 Centennial Mall S 4th Flr Lincoln NE 68508	Economic Development

## HEARTLAND EXPRESSWAY (Temp)

5/31/12

	Address	Sort
70.	Box Butte & Dawes County Emergency Manager Region 23 Chadron NE 69337	Emergency Manager - Box Butte/Dawes
71.	Cheyenne County Emergency Manager PO Box 217 Sidney NE 69162	Emergency Manager - Cheyenne
72.	Kimball County Emergency Manager PO Box 217 Sidney NE 69162	Emergency Manager - Kimball
73.	Scotts Bluff County Emergency Manager 1825 10 <sup>th</sup> St Gering NE 69341	Emergency Manager - Scotts Bluff
74.	City of Bridgeport Engineer Box 280 809 Main Bridgeport NE 69336-0280	Engineer - Bridgeport
75.	City of Alliance Fire Chief PO Box D 324 Laramie Ave Alliance NE 69301-0770	Fire Chief - Alliance
76.	City of Bridgeport Fire Chief 809 Main Box 280 Bridgeport NE 69336-0280	Fire Chief - Bridgeport
77.	City of Gering Fire Chief 1025 P St PO Box 687 Gering NE 69341-2826	Fire Chief - Gering
78.	City of Minatare Fire Chief 309 Main St Box 483 Minatare NE 69356	Fire Chief - Minatare
79.	City of Scottsbluff Fire Chief 1801 Avenue B Scottsbluff NE 69361-2495	Fire Chief - Scottsbluff
80.	US Fish & Wildlife Service Nebraska Ecological Services Federal Bldg 203 W 2nd St Grand Island NE 68801-5907	Fish & Wildlife - Grand Island

## HEARTLAND EXPRESSWAY (Temp)

5/31/12

	Address	Sort
81.	Game and Parks Commission 2200 N 33rd St PO Box 30370 Lincoln NE 68503-0370	Game & Parks - Lincoln
82.	Goshen County 2125 East A St Torrington WY 82240	Goshen County
83.	Governor's Western Office PO Box 1500 Scottsbluff NE 69363	Governor's Western Office
84.	Scotts Bluff County Highway Department 785 Rundell Rd Gering NE 69341	Highway Department - Scotts Bluff
85.	Nebraska State Historical Society PO Box 82554 1500 R St Lincoln NE 68507	Historical Society - State
86.	Library Commission The Atrium 1200 N St Ste 120 Lincoln NE 68508-2023	Library Commission - Lincoln
87.	Alliance Public Library 1750 Sweetwater Ave Ste 101 Alliance NE 69301-4438	Library Public - Alliance
88.	Director Minatare Public Library PO Box 483 Minatare NE 69356	Library Public - Minatare
89.	City of Alliance - Mayor PO Box D 324 Laramie Ave Alliance NE 69301-0770	Mayor - Alliance
90.	City of Bridgeport - Mayor Box 280 809 Main Bridgeport NE 69336-0280	Mayor - Bridgeport
91.	City of Gering Mayor 1025 P St PO Box 687 Gering NE 69341-2826	Mayor - Gering
92.	City of Kimball Mayor 223 S Chestnut St Kimball NE 69145-1219	Mayor - Kimball
93.	City of Minatare Mayor Box 483 309 Main St Minatare NE 69356	Mayor - Minatare

HEARTLAND EXPRESSWAY (Temp)  
5/31/12

	Address	Sort
94.	City of Scottsbluff Mayor 1818 Avenue A Scottsbluff NE 69361-2495	Mayor - Scottsbluff
95.	City of Sidney - Mayor PO Box 79 1115 13th Ave Sidney NE 69162	Mayor - Sidney
96.	City of Terrytown - Mayor 116 Terry Blvd Gering NE 69341-1601	Mayor - Terrytown
97.	Nebraska Highway 385 Association c/o Mr. E. K. Yanney Lodgepole NE 69149	Nebraska Highway 385 Association
98.	North Platte NRD 100547 Airport Rd PO Box 280 Scottsbluff NE 68363	NRD - North Platte
99.	South Platte NRD 551 Parkland Dr PO Box 294 Sidney NE 69162	NRD - South Platte
100.	Upper Niobrara White NRD 430 E 2nd St Chadron NE 69337	NRD - Upper Niobrara White
101.	City of Bridgeport Planning Commission Chairman 809 Main. Box 280 Bridgeport NE 69336-0280	Planning - Bridgeport
102.	Scotts Bluff County Planning/Zoning 785 Rundell Rd Gering NE 69341-3725	Planning - Scotts Bluff
103.	Scotts Bluff County Planning/Zoning 1432 10 <sup>th</sup> St Gering NE 69341	Planning - Scotts Bluff
104.	City of Alliance Public Works Director PO Box D 324 Laramie Ave Alliance NE 69301-0770	Public Works - Alliance
105.	Public Works Director 785 Rundell Rd Gering NE 69341	Public Works - Scotts Bluff
106.	The Honorable Deb Fischer Senator, State of Nebraska District #43, State Capitol PO Box 94604 Lincoln NE 68509-4604	Senator - Fischer

## HEARTLAND EXPRESSWAY (Temp)

5/31/12

	Address	Sort
107.	The Honorable John N. Harms Senator, State of Nebraska District #48, State Capitol PO Box 94604 Lincoln NE 68509-4604	Senator - Harms
108.	The Honorable Al Davis Senator, State of Nebraska District #43, State Capitol PO Box 94604 Lincoln NE 68509-4604	Senator - Louden
109.	The Honorable E. Benjamin Nelson United States Senator Western Nebraska Regional Office PO Box 1472 Scottsbluff NE 68361	Senator - Nelson
110.	The Honorable Ken Schilz Senator, State of Nebraska District #47, State Capitol PO Box 94604 Lincoln NE 68509-4604	Senator - Schilz
111.	The Honorable Adrian Smith United States Representative Third District 416 Valley View Dr Ste 600 Scottsbluff NE 69361	Senator - Smith
112.	Banner County County Sheriff/Emergency Manager PO Box 43 Harrisburg NE 69345	Sheriff - Banner
113.	Box Butte County Sheriff PO Box 636 Alliance NE 69301	Sheriff - Box Butte
114.	Cheyenne County Sheriff PO Box 75 Sidney NE 69162	Sheriff - Cheyenne
115.	Dawes County Sheriff 451 Main St Ste F Chadron NE 69337	Sheriff - Dawes
116.	Fall River County Sheriff 906 N River St Hot Springs SD 57747	Sheriff - Fall River
117.	Goshen County Sheriff 2120 East B St Torrington WY 82240	Sheriff - Goshen
118.	Kimball County Sheriff 114 E 3rd St Ste 12 Kimball NE 69145	Sheriff - Kimball

## HEARTLAND EXPRESSWAY (Temp)

5/31/12

	Address	Sort
119.	Morrill County Sheriff PO Box 858 Bridgeport NE 69336	Sheriff - Morrill
120.	Scotts Bluff County Sheriff 1825 10 <sup>th</sup> St Gering NE 69341	Sheriff - Scotts Bluff
121.	Weld County Sheriff 1950 "O" St Greeley CO 80631	Sheriff - Weld
122.	Nebraska State Patrol Troop E 4500 Avenue I PO Box 1500 Scottsbluff NE 69363	State Patrol - Scottsbluff
123.	City of Alliance Sewer/Water Superintendent PO Box D 324 Laramie Ave Alliance NE 69301-0770	Superintendent - Alliance
124.	City of Alliance Electric Superintendent PO Box D 324 Laramie Ave Alliance NE 69301-0770	Superintendent - Alliance
125.	Banner County Highway Superintendent PO Box 92 Harrisburg NE 69345	Superintendent Highway - Banner
126.	Box Butte County Highway Superintendent 101 Howard St Alliance NE 69301	Superintendent Highway - Box Butte
127.	Cheyenne County Highway Superintendent Box 262 Sidney NE 69162	Superintendent Highway - Cheyenne
128.	Dawes County Highway Superintendent 250 Main St Ste 7 Chadron NE 69337	Superintendent Highway - Dawes
129.	Kimball County Highway Superintendent 114 E 3rd St Ste 2 Kimball NE 69145	Superintendent Highway - Kimball
130.	Morrill County Highway Superintendent PO Box 766 Bridgeport NE 69336	Superintendent Highway - Morrill

## HEARTLAND EXPRESSWAY (Temp)

5/31/12

	Address	Sort
131.	Scotts Bluff County Highway Superintendent PO Box 766 Bridgeport NE 69336	Superintendent Highway - Scotts Bluff
132.	Scotts Bluff County Highway Superintendent 785 Rundell Rd Gering NE 69341-3725	Superintendent Highway - Scotts Bluff
133.	City of Alliance Street Superintendent PO Box D 324 Laramie Ave Alliance NE 69301-0770	Superintendent Street - Alliance
134.	Ports-to-Plains Trade Corridor Coalition PO Box 9 Limon CO 80828	Trade Corridor Coalition
135.	US Fish & Wildlife Service Mountain-Prairie Region Office 134 Union Blvd Lakewood CO 80228	US Fish Wildlife Service
136.	The Honorable Mike Johanns United States Senator 115 Railway St Ste C102 Scottsbluff NE 69361	US Senator - Johanns
137.	The Honorable E. Benjamin Nelson United States Senator Western Nebraska Regional Office 17 E 21 <sup>st</sup> St Ste 1 Scottsbluff NE 68361	US Senator - Nelson
138.	USDA Federal Building, Room 152 100 Centennial Mall N Lincoln NE 68508	USDA
139.	Weld County PO Box 758 1150 "O" St Greeley CO 80632	Weld County

HEARTLAND EXPRESSWAY (Perm)  
5-23-2012

	Address	Last Name
1.	Jim Allen 1641 Buchfinck Ave Alliance NE 69301	Allen
2.	Doug Andersen 122 CR 70 Hemingford NE 69348	Andersen
3.	Karen Anderson 1517 Broadway Ste 104 Scottsbluff NE 69361	Anderson
4.	George Anest Rt 1 Box 300 Bayard NE 69334	Anest
5.	Juanita Baker 150341 CR 31 Minatare NE 69356	Baker
6.	James & Monte Ball 203 ½ Missouri Alliance NE 69301	Ball
7.	Craig & Mary Barthel 2541 S Hwy 385 Alliance NE 69301	Barthel
8.	Jane Bauer 140492 Hwy L79E Minatare NE 69356	Bauer
9.	Rich Bell 2912 Lakefield Alliance NE 69301	Bell
10.	Gary & Claudia Benda 113 W 21st Alliance NE 69301	Benda
11.	Anja Bendel PO Box 988 Wheatland WY 82201	Bendel
12.	John Blake 416 Valley View Dr Ste 600 Scottsbluff NE 69361	Blake
13.	Virgil Blakeman 6090 Rock Rd Alliance NE 69301	Blakeman
14.	David Boeckner 1410 W 42 <sup>nd</sup> St Scottsbluff NE 69361	Boeckner - David
15.	Linda Boeckner 4502 Ave I Scottsbluff NE 69361	Boeckner - Linda
16.	Ted Bohlen 229 Park Knoll Alliance NE 69301	Bohlen

HEARTLAND EXPRESSWAY (Perm)  
5-23-2012

17.	Dave Bolen 200 B Berea NE 69301	Bolen
18.	Bob Boots 5590 Lincoln Rd Alliance NE 69301	Boots
19.	Bill Boyer PO Box 280 Bridgeport NE 69336	Boyer
20.	David Briggs PO Box H Alliance NE 69301	Briggs
21.	Casper Brixius 1839 Niobrara Alliance NE 69301	Brixius
22.	Dennis Brown 111 W 7 <sup>th</sup> St Chadron NE 69337	Brown - Dennis
23.	Mark & Rechelle Brown 601 S Howard Kimball NE 69145	Brown - Mark
24.	Joe Burford PO Box 1347 Scottsbluff NE 69361	Burford
25.	Jack Burke HC 87 Box 6 Angora NE 69331	Burke - Jack
26.	John Burke 7308 Thomas Rd Alliance NE 69301	Burke - John
27.	Dan & Forest Carnine 12662 US Hwy 385 Box 9 Angora NE 69331-9624	Carnine
28.	Dean Carpenter 423 Bordeaux St Chadron NE 69337	Carpenter
29.	Boni Carrell 4021 Ave B Scottsbluff NE 69361	Carrell
30.	Don Christensen 1620 Q St Gering NE 69341	Christensen
31.	Darrin Clarkson PO Box 2008 Scottsbluff NE 69361	Clarkson

HEARTLAND EXPRESSWAY (Perm)  
5-23-2012

32.	Don and Helen Conklin HC 86 Box 265 138 W 15th St Bayard NE 69334	Conklin
33.	J.H. Cornette 2590 CR 65 Alliance NE 69301	Cornette
34.	Alan Cornish 1408 Missouri Alliance NE 69301	Cornish
35.	John Corum 650 Hampton St Alliance NE 69301	Corum
36.	Deb Cottier 428 N Chadron Ave Chadron NE 69337	Cottier
37.	J.D. Cox PO Box D Alliance NE 69301	Cox
38.	Deb Crago 223 S Chestnut Kimball NE 69145	Crago
39.	Mary Crawford 7767 Madison Rd Alliance NE 69301	Crawford
40.	Howard Daharsh 10580 Rd 130 Angora NE 69331	Daharsh
41.	Ronald K. Daharsh HC 87 Box 21 Angora NE 69331	Daharsh
42.	Lane Danielzuk 1025 P St Gering NE 69341	Danielzuk
43.	Michael Delbert 1125 Primrose Dr Scottsbluff NE 69361	Delbert
44.	Marvin Dickinson 9566 Rd 128 Angora NE 69331	Dickinson
45.	Brian Dimmitt 224 Black Hills Alliance NE 69301	Dimmitt
46.	Stephen A. Doll 2405 Shadow Ridge Dr Gering NE 69341	Doll
47.	Brent Dormann 1225 Country Club Rd Gering NE 69341	Dormann
48.	Tom Dorshorst	Dorshorst

## HEARTLAND EXPRESSWAY (Perm)

5-23-2012

	784 W 14 Alliance NE 69301	
49.	Jim Douglas 9530 Road 120 Angora NE 69331	Douglas
50.	Raymond Driscoll, Sr. 7759 L62A Bayard NE 69334	Driscoll
51.	Mark Duyks Alliance Times-Herald 114 E 4th Alliance NE 69301	Duyks
52.	Don Edwards 1650 W 3 <sup>rd</sup> St Alliance NE 69301	Edwards
53.	Dale Eirich Rt 2 Box 356 Bayard NE 69334	Eirich
54.	Dick Ellis 808 Yellowstone Alliance NE 69301	Ellis
55.	Jim Essex PO Box 692 Alliance NE 69301	Essex
56.	Harold M. Farrar 223 S Chestnut St Kimball NE 69145	Farrar
57.	Alan Fenning RR 1 Box 341 Bayard NE 69334	Fenning
58.	Gary D. Fisher 617 W Ash Creek Crawford NE 69337	Fisher
59.	George Frakes HC 86 Box 191 Bayard NE 69334	Frakes
60.	Glen Fubig PO Box 641 Alliance NE 69301	Fubig
61.	Tim Garwood 1407 Black Hills Alliance NE 69301	Garwood
62.	Bob Gifford 3720 Rd 34 Gering NE 69341	Gifford
63.	Mark Gillam 713 Valley View Dr Scottsbluff NE 69361	Gillam

HEARTLAND EXPRESSWAY (Perm)  
5-23-2012

64.	Ruben Gomez 2571 S Hwy 385 Alliance NE 69301	Gomez
65.	Rachel Gonzalez 735 Homestead Alliance NE 69301	Gonzalez
66.	Sheila Green 13461 Highway 2/71 Crawford NE 69339	Green
67.	Kent Greenwalt 56 S Terry Blvd Unit A Gering NE 69341	Greenwalt
68.	Jerrold Haberman 1432 10 <sup>th</sup> Gering NE 69341	Haberman
69.	Bradley Hanson 809 Main St Bridgeport NE 69336	Hanson
70.	John Harms 1918 E 28th Scottsbluff NE 69361	Harms
71.	Amos Harris 2425 6 <sup>th</sup> Ave Scottsbluff NE 69361	Harris
72.	Kent & Karen Harvey 3601 Spruce Dr Scottsbluff NE 69361	Harvey
73.	Bill & Patty Heitz 723 Niobrara Alliance NE 69301	Heitz
74.	Chelsie Herian 519 W 3rd St Alliance NE 69301	Herian
75.	Travis Hiner 1510 Mockingbird Dr Scottsbluff NE 69361	Hiner
76.	Terry Hinn PO Box 469 Rushville NE 69360	Hinn
77.	Robert C. Hipsag 520 W 13 St Alliance NE 69301	Hipsag
78.	Bruce & Sherry Hitchcock 1043 Yellowstone Ave Alliance NE 69301	Hitchcock
79.	Fred Hlava 311 N Oak St Gordon NE 69343	Hlava

HEARTLAND EXPRESSWAY (Perm)  
5-23-2012

80.	John Hoehne 1406 Ave J Scottsbluff NE 69361	Hoehne
81.	Todd Holcomb WNCC 1311 E 27th Street Scottsbluff NE 69361	Holcomb
82.	Kevin Horn 1016 Platte Alliance NE 69301	Horn - Kevin
83.	Tim Horn PO Box 665 Hemingford NE 69348	Horn - Tim
84.	Kevin Howard 1517 Broadway Scottsbluff NE 69361	Howard
85.	Jim Jelinek 6490 Madison Alliance NE 69301-5008	Jelinek - Jim
86.	Ken Jelinek 6730 Madison Alliance NE 69301	Jelinek - ken
87.	Ralph Jennings 1965 Holly Dr Gering NE 69341	Jennings
88.	Howard E. Jensen 2491 S Hwy 385 PO Box 833 Alliance NE 69301	Jensen
89.	Larry Johnson 1708 K St Lincoln NE 68508	Johnson - Larry
90.	Mike Johnson 1440 W 3rd Alliance NE 69301	Johnson - Mike
91.	Barbara Keegan 101 Howard St Alliance NE 69301	Keegan
92.	Bob Kelley PO Box 2488 Scottsbluff NE 69363	Kelley
93.	Joe Kiely PO Box 9 Limon CO 80828	Kiely
94.	Deb Kildow 340038 Hwy 26 Minatare NE 69356	Kildow - Deb
95.	Larry Kildow HC 86 Box 73 Bayard NE 69334	Kildow - Larry

HEARTLAND EXPRESSWAY (Perm)  
5-23-2012

96.	John Kiss 1212 Hammond Ln Alliance NE 69301	Kiss
97.	Amy Koch NSHS Box 304 Crawford NE 69339	Koch
98.	Lucille Kooper 1423 Grove Ave Alliance NE 69301	Kooper
99.	Fred Kuhlman PO Box 683 824 Emerson Alliance NE 69301	Kuhlman
100.	Dan Kusek 1436 Black Hills Alliance NE 69301	Kusek
101.	Archie Lawrence 1640 Emerson Alliance NE 69301	Lawrence
102.	Doug Leafgreen 1625 Aspen Gering NE 69341	Leafgreen
103.	Liz Lee 320 E 25th St Alliance NE 69301	Lee
104.	Martha Leeper 2531 S Hwy 385 Alliance NE 69301	Leeper
105.	Starr Lehl PO Box 1500 Scottsbluff NE 69361	Lehl
106.	Rick Lewis 1523 Cheyenne Alliance NE 69301	Lewis
107.	Eleanor Libsack 340483 Hwy 26 Minatare NE 69356	Libsack
108.	Ellen Lierk 1012 Box Butte Ave Alliance NE 69301	Lierk
109.	Marguerite Lind 801 E 11 St Bridgeport NE 69336	Lind
110.	Bill Longacre 2531 #1 S Hwy 385 Alliance NE 69301	Longacre
111.	Everett Loomis 339 RR 1 Bayard NE 69334	Loomis

HEARTLAND EXPRESSWAY (Perm)  
5-23-2012

112.	Ed L. Lucas PO Box 905 Hemingford NE 69348	Lucas
113.	Terri Lukassen 3486 Rd 33 W Kimball NE 69145	Lukassen
114.	Ken Lutz 305 9th Ave Scottsbluff NE 69361	Lutz
115.	Jared Mann 2350 Hwy 2 Alliance NE 69301	Mann - Jared
116.	Judy Mann 7055 Otoe Rd Alliance NE 69301	Mann - Judy
117.	Mike Marker 90549 Sugar Factory Rd Scottsbluff NE 69361	Marker
118.	Lee Mason 1423 Emerson Alliance NE 69301	Mason
119.	Mark Masterton 2410 4th Ave Scottsbluff NE 69361	Masterton
120.	Jerry Mathistad 340 31 <sup>st</sup> St Alliance NE 69301	Mathistad
121.	Charles Maxwell 120447 CR 31 Minatare NE 69356	Maxwell
122.	Mick McCarthy 306 W 29th Alliance NE 69301	McCarthy
123.	Rich McCune 1429 Bel Air Ave Alliance NE 69301	McCune
124.	Tim & Brenda McDonald 626 Hampton Alliance NE 69301	McDonald
125.	John McGhehey 1803 Box Butte Ave Alliance NE 69301	McGhehey
126.	Darrell G. McIntosh 2802 Ave B Scottsbluff NE 69361	McIntosh
127.	Cedric & Patricia S. Meised PO Box 1257 Chadron NE 69337	Meised

HEARTLAND EXPRESSWAY (Perm)  
5-23-2012

128.	Dennis Meng 6131 Sarpy Rd Alliance NE 69301	Meng
129.	Jim Merrigan 2822 Ave I Scottsbluff NE 69363	Merrigan
130.	Dwight Metz 360549 Finch Rd Minatare NE 69356	Metz - Dwight
131.	Guy Metz 80096 Metz Dr Scottsbluff NE 69361	Metz - Guy
132.	Jeff Metz HC 86 Box 160 Bayard NE 69334	Metz - Jeff
133.	Bill & Pam Miller 1617 Belair Ave Alliance NE 69301	Miller - Bill
134.	Dana Miller 210 Five Rocks Rd Gering NE 69341	Miller - Dana
135.	Larry Miller PO Box 368 Alliance NE 69301	Miller - Larry
136.	Marriah Miller 716 Sweetwater Alliance NE 69301	Miller - Marriah
137.	Ron Mischnick 1631 Toluca Alliance NE 69301	Mischnick
138.	Rebecca Mitchell 6181 Valley Road Alliance NE 69301	Mitchell
139.	Kevin Mooney 635 19th St Gering NE 69341	Mooney
140.	R. A. Moore 819 Platte Alliance NE 69301	Moore
141.	Jim Moravek 2009 Box Butte Alliance NE 69301	Moravek
142.	Charles Mulloy 10746 Rd 126 Angora NE 69331	Mulloy
143.	Ryan Murphy 710 W 14th St Scottsbluff NE 69361	Murphy

HEARTLAND EXPRESSWAY (Perm)  
5-23-2012

144.	Dixie Nelson 2423 Rainbow Acres Alliance NE 69301	Nelson
145.	Cassie Nichols 115 W Railway St Ste C102 Scottsbluff NE 69361	Nichols
146.	Karla Niedan-Streeks 1050 M St Gering NE 69341	Niedan-Streeks
147.	Larry Nuss HC 76 Box 210 Bayard NE 69334	Nuss
148.	Laura Nussbaum 1203 Platte Alliance NE 69301	Nussbaum
149.	John Olafson 5881 Gage Rd Alliance NE 69301	Olafson
150.	Blake Olmstead 2501 Hilltop Dr Scottsbluff NE 69361	Olmstead
151.	Frank Oye 1343 Sheridan Alliance NE 69301	Oye
152.	Dennis & Barb Pageler 2305 Country Club Rd Gering NE 69341	Pageler
153.	Jim Parks 1411 Duncan Ave Alliance NE 69301	Parks
154.	Gerald Parriott 3617 Skyline Dr Scottsbluff NE	Parriott
155.	Del Penlerick 412 Margaret Circle Alliance NE 69301	Penlerick
156.	Herb Petersen 361 Main Chadron NE 69337	Petersen - Herb
157.	Steven C. Petersen 12666 US 385 Angora NE 69331	Petersen - Steven
158.	Rawnda Pierce 1620 Broadway Ave Scottsbluff NE 69361	Pierce
159.	Bob Pile 401 S Beltline Hwy W Scottsbluff NE 69361	Pile

HEARTLAND EXPRESSWAY (Perm)  
5-23-2012

160.	Joni Pilkington 330412 Hwy 26 Minatare NE 69356	Pilkington
161.	Bat & Patricia Pourier 51 Flag Butte Rd Chadron NE 69337	Pourier - Bat
162.	Corey Pourier 555 Pinecrest Dr Chadron NE 69337	Pourier - Corey
163.	Sandra Powell PO Box 390 234 Main St Chadron NE 69337	Powell
164.	Ryan Reiber 924 Toluca Ave Alliance NE 69301	Reiber
165.	Wayne Rhamy 1411 Idlewyld Dr Scottsbluff NE 69361	Rhamy
166.	Jennifer Rogers PO Box 1472 Scottsbluff NE 69363	Rogers
167.	Genell Rothleutner 226 Bordeaux Chadron NE 69337	Rothleutner
168.	Milo Rust PO Box 390 Chadron NE 69337	Rust
169.	Tom & Betty Sabala 6161 Sarpy Rd Alliance NE 69301	Sabala
170.	Charli Ann Sahara 16652 Hwy 385 Chadron NE 69337	Sahara
171.	Ken Schilz PO Box 3 Ogallala NE 69153	Schilz
172.	Harvey Schnell 5781 Perkins Alliance NE 69301	Schnell
173.	Jerry & Marilyn Schumacher PO Box 667 Chadron NE 69337	Schumacher
174.	John Seiler 3002 Ave D Scottsbluff NE 69361	Seiler
175.	Margaret Sheldon 5530 Dodge Rd Alliance NE 69301	Sheldon
176.	Terri Sinks	Sinks

HEARTLAND EXPRESSWAY (Perm)  
5-23-2012

	Rt 1 Box 344 Bayard NE 69334	
177.	Donald F. Sjostrom 1119 Grand Alliance NE 69301	Sjostrom
178.	Melissa Smith Star Herald 1405 Broadway Scottsbluff NE 69361	Smith
179.	Marvin S. Spracklen 15950 Hwy 385 Chadron NE 69337	Spracklen
180.	Jean Stanko PO Box 497 Scottsbluff NE 69361	Stanko
181.	Mike and Karen Stanton 6151 Sarpy Rd Alliance NE 69301	Stanton
182.	Terry G. Stewart 1420 Emerson Alliance NE 69301	Stewart
183.	Tim Stinker 70707 CR 20 Scottsbluff NE 69361	Stinker
184.	Steve Stratton 30502 Hwy 92 Lyman NE 69352	Stratton
185.	Kevin Stuart Rt 1 Box 337 Bayard NE 69334	Stuart - Kevin
186.	Mary Stuart HC 86 Box 176 Bayard NE 69334	Stuart - Mary
187.	Barry Swanson 120 E 16th St Scottsbluff NE 69361	Swanson - Barry
188.	Jim Swanson 6354 Wayne Rd Alliance NE 69301	Swanson - Jim
189.	Roy & Steve Swanson 3030 CR #63 Alliance NE 69301	Swanson - Roy
190.	Rick Thions 711 Cheyenne Alliance NE 69301	Thions
191.	Marvin Toedtli 2729 Emerson Alliance NE 69301	Toedtli
192.	Danny Tompkins 1809 4th Ave	Tompkins

HEARTLAND EXPRESSWAY (Perm)  
5-23-2012

	Scottsbluff NE 69361	
193.	Al Vacanti Box 390 Chadron NE 69337	Vacanti
194.	Patricia Vice PO Box 70 Limon CO 80828	Vice
195.	Stephen and Sandra Waldron 3018 Primrose Dr Scottsbluff NE 69361-1438	Waldron
196.	Stan Walker 60446 CR 22 Scottsbluff NE 69361	Walker
197.	Bonnie Wallace 928 Box Butte Ave Alliance NE 69301	Wallace
198.	Tye and Renee Wallesen CR122 Box 1465 Angora NE 69331	Wallesen - Tye
199.	Wally Wallesen Box 1506 Angora NE 69331	Wallesen - Wally
200.	Carl West 6800 Logan Rd Alliance NE 69301	West
201.	Paul Whartman 1854 CR 69 Alliance NE 69301	Whartman
202.	Debbie & Lee Wiggins 9901 Rd 92 Bridgeport NE 69336	Wiggins
203.	John R. Williams 515 W 23 St Scottsbluff NE 69361	Williams
204.	Doug Wilson PO Box 637 Alliance NE 69301	Wilson
205.	Dave Ylander 2033 Box Butte Ave Alliance NE 69301	Ylander
206.	Eric & Amanda Young 360038 Beltner Dr Bayard NE 69334	Young
207.	Joel Zilmer 688 Hampton Alliance NE 69301	Zilmer

# Heartland Expressway Corridor Development and Management Plan, Draft Report

NE Hwys 71 and 26, Link L-62A, and US 385

Project #: TCSP-71-2(112)  
Control #: 51436

Please Use the Links Below to Review the Project Info

Supporting Documents	
<i>NOTE: Some files are large - please allow adequate time to view/download</i>	
Acknowledgements	<a href="#">PDF</a>
Introduction	<a href="#">PDF</a>
Development Plan	<a href="#">PDF</a>
Environmental Review	<a href="#">PDF</a>
Maintenance and Operation	<a href="#">PDF</a>
Economic Analysis	<a href="#">PDF</a>
Finance Plan	<a href="#">PDF</a>
Risk Assessment	<a href="#">PDF</a>
Public Involvement	<a href="#">PDF</a>
References	<a href="#">PDF</a>

Appendices
<p><a href="#">Appendix A - Heartland Expressway Executive Summary (1993)</a> <a href="#">Appendix B - Travel Demand Model Forecast Methodology and Results</a> <a href="#">Appendix C - Heartland Expressway 20 Year Program</a> <a href="#">Appendix D - Economic Analysis</a></p> <p><a href="#">Appendix E - Cover Page</a> <a href="#">Economic Workshop Summary</a> <a href="#">Public Information Meeting Summary (06/07/2012)</a> <a href="#">Public Information Meeting Summary (10/13/2011)</a> <a href="#">Public Involvement Plan</a> <a href="#">Resource Agency Meeting Summary</a> <a href="#">Tribal Coordination List</a></p>

PUBLIC COMMENTS

Sample Citizen Comment Sheet

Comment Matrix

Written Citizen Comments

(written comments postmarked or received by May 29, 2014)



DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
5/9/2014	1:39 PM	Deb	Cottier	dcottier@gpcom.net	308-430-5959	<p>Thank you for opportunity to comment on the CDMP for the proposed Heartland Expressway. First, it should be noted this process has taken more than 2 years to get to this point and the numbers in the CDMP are now less reliable. However, given the comprehensive nature of the 4 phase plan, I believe NDOR needs to work quickly to identify the next highest priority (other than the Alliance to L62A junction) and get additional pieces of the project on the state road plan. The Heartland Expressway Association remains committed to assisting however we can to make the case for the importance of finishing this Expressway in Nebraska. We believe the economic impacts suggested in the CDMP are conservative, and await the next phase that can be funded by NDOR through HTF and Build Nebraska Act funding.</p>	<p>Ms. Cottier – Thank you for taking the time to review the Corridor Development and Management Plan for the Heartland Expressway. Your comments are appreciated.</p> <p>We are aware of the length of time taken for the development of this project. When using federal funds for a highway construction project, comprehensive review and analysis of the project's effect on the human and natural environment must be carefully performed. The time this effort takes is influenced by a complex analysis of issues with the resulting impacts identified through data gathering, public and agency meetings, and field inspections.</p> <p>Your question on funding availability is a primary issue for the Heartland Expressway program. As stated in the report, funding is currently available only for the project from L62A to Alliance on US-385. One purpose in developing this report was to identify and document potential funding options.</p> <p>All Nebraska transportation projects, including those on the Heartland Expressway, compete for available state and federal funds. The Department of Roads is developing a process to select projects for funding, which includes funding made available through the Build Nebraska Act. The Heartland Expressway is designated as a High-Priority Corridor, and as such, meets the requirements for Build Nebraska Act</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
							<p>funding.</p> <p>NDOR appreciates the support and involvement of the Heartland Expressway Association through this study and for valuing Nebraska's transportation system.</p> <p>Randall J. EIDorado, P.E. Planning &amp; Project Development Nebraska Department of Roads Phone No. (402) 479-4778</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
5/22/2014	2:57 PM	Art	Crawford	ajcrawford1@charter.net	308-760-0916	<p>Heartland Express issue: I could care less about Hwy. 71 Kimball to Scottsbluff It was made to please those in need of the Scottsbluff area If it was for all we would not be waiting for 20 plus years. The express road should be built with the views of those who make a living on the highways IE truck drivers I am now retired, I have spent 35 years of railroading mechanical repair in Alliance and listen to trucks that hauled parts of all sizes to Alliance from all over when asked how they got to Alliance endless times I was told from Sidney to Alliance Hwy. 385 Answers from less terrain, most direct and so forth endless statements Yes I agree from angora junction Hwy. 26 to WY border and I 25 I have told people who represented this area for a long time which seem to fall on deft hears what above is saying to you now last if you are building segments as I read I propose that you make four lane road from Sarpy county road on the south end to Logan road on the north using 385 as is That section is the most traffic congestion area any time of year with cattle feed lot on the south to Logan which would put you past the beet dump which traffic in the fall harvest is amazing The number of trucks in that area would overwhelm you I don't expect to see a 4 lane road from state line to state line in my life time the people in charge have the power to make this happen it took 20 plus years to get this far as the key quote said to me many times oh you live out there where you live in a</p>	<p>Dear Mr. Crawford – Thank you for taking the time to consider and comment on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.</p> <p>Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act.</p> <p>The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.</p> <p>Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.</p> <p>Sincerely, Randall ElDorado Planning &amp; Project Development Nebraska Department of Roads</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
						<p>slower pace we are in Nebraska no matter where live Please update your time schedule for putting this road I have written letters to state US and congress representatives have not really improved that much I again look at you to make this happen in short time traffic continues to grow steady Thank you for your time heartland express issue, I could care less about Hwy. 71 Kimball to Scottsbluff It was made to please those in need of the Scottsbluff area If it was for all we would not be waiting for 20 plus years. The express road should be built with the views of those who make a living on the highways IE truck drivers I am now retired, I have spent 35 years of railroading mechanical repair in Alliance and listen to trucks that hauled parts of all sizes to Alliance from all over when asked how they got to Alliance endless times I was told from Sidney to Alliance Hwy. 385 Answers from less terrain, most direct and so forth endless statements Yes I agree from angora junction Hwy. 26 to WY border and I 25 I have told people who represented this area for a long time which seem to fall on deaf ears what above is saying to you now last if you are building segments as I read I propose that you make four lane road from Sarpy county road on the south end to Logan road on the north using 385 as is That section is the most traffic congestion area any time of year with cattle feed lot on the south to Logan which would put you past the beet dump which traffic in</p>	

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
						<p>the fall harvest is amazing The number of trucks in that area would overwhelm you I don't expect to see a 4 lane road from state line to state line in my life time the people in charge have the power to make this happen it took 20 plus years to get this far as the key quote said to me many times oh you live out there where you live in a slower pace we are in Nebraska no matter where livePlease update your time schedule for putting this road I have written letters to state US and congress representatives have not really improved that much I again look at you to make this happen in short time traffic continues to grow steady Thank you for your time</p>	

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
5/26/2014	10:40 AM	Monica	Cunningham	monhors@yahoo.com	308-489-5548	<p>These roads are used by farmers and when equipment slows traffic, it gets very dangerous fast, especially between Minatare and Alliance, lots of hills, lots of traffic, to many fatalities.</p>	<p>Dear Monica Cunningham – Thank you for taking the time to consider and comment, dated 5/26/14, on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.</p> <p>Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.</p> <p>Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.</p> <p>Sincerely, Randall EIDorado Planning &amp; Project Development Nebraska Department of Roads</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
6/2/2014	7:12 PM	Pamela	Eck	pamelaeck@bbc.net	308-762-7154	<p>We have to travel from Alliance to Scottsbluff at least 1-2 times a month for medical visits and shopping. There is always too much traffic to be able to pass safely. It is not unusual to have an oncoming vehicle coming toward you in your lane of traffic, with very little spare time before he/she completes the passing maneuver and returns to his/her own lane.</p> <p>This happened to me recently; I flashed my lights at the oncoming vehicle (it was broad daylight at the time) to warn him he was endangering other motorists, and he just flashed his lights back at me like it was some kind of joke. The stretch of highway between Alliance and Scottsbluff is becoming increasingly dangerous.</p> <p>In regard to highway 385 from Alliance to Chadron and the state line, it is humiliating for Nebraska to be dragging its feet while South Dakota has a 4-lane highway almost completed on their side of the state line. Citizens in the panhandle of Nebraska pay taxes too, and it makes us wonder why the majority of state roads money gets spent in the eastern half of the state.</p> <p>Sincerely Pamela D. Eck</p>	<p>Dear Pamela Eck</p> <p>Thank you for taking the time to consider and comment on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.</p> <p>Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.</p> <p>Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.</p> <p>Sincerely, Randall ElDorado Planning &amp; Project Development Nebraska Department of Roads</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
5/8/2014	7:40 PM	Jim	Ford	jeford47@bbc.net	308-762-6333	I would love to see this 4 lane project proceed like our neighbors in South Dakota. We are seeing more and more truck and commercial traffic and understand it will dramatically increase with the North Dakota oil project.	<p>Dear Mr. Ford – Thank you for taking the time to consider and comment, dated 5/8/14, on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.</p> <p>Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.</p> <p>Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.</p> <p>Sincerely, Randall EIDorado Planning &amp; Project Development Nebraska Department of Roads</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
5/8/2014	4:29 PM	Tim	Garwood	tgarwood@bbc.net	308-762-5010	<p>I would like to thank the Department Of Roads for their time in putting together the Corridor Management Plan. After reviewing the plan I have one concern. The section that covers financing mentions the fact that the funds are in place for the first leg of the project from Alliance to the L62A junction. The report was not very encouraging for acquiring future funds for this project. Outside of lobbying our state and federal representatives for more transportation funding, is there anything else we can do to ensure the project will stay on task for a reasonable completion date?</p>	<p>Mr. Garwood – Thank you for taking the time to review the Corridor Development and Management Plan for the Heartland Expressway in Nebraska. Your comments are appreciated.</p> <p>Your question on funding availability is a primary issue for the Heartland Expressway program. As stated in the report, funding is currently unavailable except for the project from L62A to Alliance on US-385. One purpose in developing this report was to identify and document potential funding options.</p> <p>All Nebraska transportation projects, including those on the Heartland Expressway, compete for available state and federal funds. The Department of Roads is developing a process to select projects for funding, which includes funding made available through the Build Nebraska Act. The Heartland Expressway is designated as a High-Priority Corridor, and as such, meets the requirements for Build Nebraska Act funding.</p> <p>Thank you for your comments and input on this important study of the Heartland Expressway Corridor and for valuing Nebraska's transportation system.</p> <p>Randall J. ElDorado, P.E. Planning &amp; Project Development Nebraska Department of Roads Phone No. (402) 479-4778</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
5/9/2014	12:52 PM	Travis	Hiner	thiner@charter.net	308-641-8425	<p>If this project had been done in a timely manner, the funds we acquired would have nearly paid for it. Now the costs have ballooned because of bureaucratic delays and the population of the panhandle is still decreasing. The primary purpose of the heartland express was to stop or slow down this catastrophic population decline.</p>	<p>Mr. Hiner – Thank you for taking the time to review the Corridor Development and Management Plan for the Heartland Expressway in Nebraska. Your comments are appreciated.</p> <p>We are aware of the length of time taken for the development of this project. When using federal funds for a highway construction project, comprehensive review and analysis of the project's effect on the human and natural environment must be carefully performed. The time this effort takes is influenced by a complex analysis of issues with the resulting impacts identified through data gathering, public and agency meetings, and field inspections.</p> <p>We share your urgency in completing this project and look forward to the benefits of improved travel conditions and economic opportunities resulting from the construction of this project.</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
							<p>Thank you for your comments and input on this important study of the Heartland Expressway Corridor and for valuing Nebraska's transportation system.</p> <p>Randall J. ElDorado, P.E. Planning &amp; Project Development Nebraska Department of Roads Phone No. (402) 479-4778</p>
5/28/2014	7:06 AM	Kevin	Howard	howard.kg@gmail.com	308-641-5803	<p>Many people thought that the Heartland Express was a "done deal" back in the 90's and 00's. Let us not let this subject die until we have a four-lane true expressway from Colorado to South Dakota. I commend the Heartland Expressway Committee for their continued dogged determination. Keep going!</p>	<p>Dear Mr. Howard – Thank you for taking the time to consider and comment on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.</p> <p>Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.</p>

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							Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.  Sincerely, Randall EIDorado Planning & Project Development Nebraska Department of Roads

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
5/28/2014	4:30 PM	Jonnie	Kusek	jkusek@bbc.net	308-762-3596	<p>To All Concerned,</p> <p>As the Transportation Director for Senior Services, Inc. dba Box Butte County Public Transit, I cannot argue the attributes of the importance of a well-planned and maintained interstate and highway system; from job creation, to potential increased tourism income, to the safety and welfare of those that travel upon our State's roadways for work and play throughout their daily lives. The completion of the Heartland Expressway would encompass all of these qualities and assist in moving forward in "The Good Life."</p> <p>With being involved in the profession of public transportation, I see on a first-hand basis the significance in continuously striving to improve our roadways, extend our transportation services and improve the mobility in the vast travel distances of the Nebraska Panhandle. The demand for services by rural transit providers has increased, not decreased since 2007.</p> <p>For approximately three years, I have been involved with a Statewide Mobility Management Plan sponsored by the Nebraska Department of Roads. This plan is an approach to managing and delivering coordinated transportation services to customers of all ages, including older adults, people with disabilities, and individuals with lower incomes. The success of mobility management is that it</p>	<p>Dear Jonnie Kusek – Thank you for taking the time to consider and comment on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.</p> <p>Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.</p> <p>Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.</p> <p>Sincerely, Randall ElDorado Planning &amp; Project Development Nebraska Department of Roads</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
						<p>centers on coordinating these services and providers in order to achieve a more efficient transportation service delivery system for public policy makers and taxpayers who underwrite the cost of service delivery.</p> <p>Box Butte County Public Transit's participation in this mobility management plan is the implementation of the expansion of services from Alliance and Hemingford, NE (Box Butte County) to Scottsbluff and Chadron, NE (involving Morrill, Scottsbluff and Dawes Counties). These communities are approximately 40-60 miles from our transportation depot in Alliance, NE, centrally located in the Nebraska Panhandle. This service delivery would include:</p> <ul style="list-style-type: none"> <li>--Improved accessibility for medical care and overall access to health facilities. Western Nebraska health facilities comprise of local medical specialists and those that travel from across the Nation, State of Nebraska, Colorado, South Dakota, etc.</li> <li>--Better access to various communities for shopping, business, employment and educational purposes.</li> <li>--Enhanced access to the area's recreational and tourist attractions.</li> <li>--Expanded access to our Nation's Interstate System.</li> </ul>	

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
						<p>On October 17, 1974, Nebraska became the first state to complete all of its mainline interstate highways with the dedication of its final piece of I-80. Where would we be today if there had not been visionaries such as Presidents Roosevelt and Eisenhower, who collaborated with many that were progressive in their thinking, were capable of forecasting the needs of the general public and the countless individuals that persevered through forty years to see the plan come to fruition?</p> <p>Embracing what the completion of the Heartland Expressway can bring to the citizens of the State of Nebraska and to the Nation as a whole, will enable us to be progressive in our thinking, capable of meeting the needs of our citizens and enable us to persevere the many hurdles that a project of this magnitude will surely encounter, our forefathers would be proud.</p> <p>I fully support the completion of the Heartland Expressway.</p> <p>Sincerely,                      Jonnie Kusek, Transportation Director                      Box Butte County Public Transit                      816 Flack Ave.                      Alliance, NE 69301                      308.762.3596</p>	

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
5/8/2014	2:32 AM	Garrett	Lower	garrett.lower@eagles.csc.edu	308-765-0810	I have reviewed the purposed plan and I have a few issues with it. One being 385 from alliance to Chadron to the state line. I do not think a super 2 would be the answer. We need four lane all the way through. If South Dakota can put a four lane from hot springs to the State line we can do four lane all the way across the board too.	<p>Dear Mr. Lower – Thank you for taking the time to consider and comment, dated 5/18/14, on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.</p> <p>Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.</p> <p>Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.</p> <p>Sincerely, Randall EIDorado Planning &amp; Project Development Nebraska Department of Roads</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
5/29/2014	10:15 PM	Randy	Meininger	Randy.Meininger@rwmc.net	308-635-0511	<p>I am the President and Owner of Valley Ambulance Services, Inc. This is our 40th year of providing Emergency Medical Services to Nebraskans. As we look at the Affordable Care Act and changes in technology, we find that patients have and will continue to be transported between facilities to treat an illness or injury that cannot be treated at a hospital. Injuries that commonly need the services of a Trauma Center were indeed sustained while on a two lane highway. Transportation needs for food and energy are increasing and the need of moving medical and trauma patients are also increasing due to many factors. For the safety of the patients entrusted to our care and the safety of our crew members, we find the four (4) lane highways much safer and they decrease the time between hospital facility due to traffic congestion. Having said that, we would like to see the entire Heartland Express a four(4) lane divided highway. A super two would only be a bandaid fix and does not come with the same safety factors as a four (4) lane divided highway. The super two (2) will not meet the transportation needs of the future and would in the end cost us far more money. Thank you for your time and consideration to make all the Heartland Express a four (4) land divided highway</p> <p>Randy Meininger, NRP, ASM President Valley Ambulance Services, Inc.</p>	<p>Dear Randy Meininger</p> <p>Thank you for taking the time to consider and comment on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.</p> <p>Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.</p> <p>Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.</p> <p>Sincerely, Randall EIDorado Planning &amp; Project Development Nebraska Department of Roads</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
5/29/2014	1:56 PM	Jerry	Schumacher	jschu@bbcwb.net	308-432-3712	<p>The DOR has been circumspect and non-committal throughout this lengthy effort regarding any development or realignment outside existing rights-of-way. This document is no exception. As a Dawes county resident who, along with 14 other families, lives on Goffena Road southwest of Chadron, I and my neighbors are concerned about the possibility of routing a "relief route" that would have negative effects on our quality of life and property values. Currently, the existing routes of highways 20 and 385 and our properties are separated by distance and topography, which minimizes noise and light pollution. The Plan does not address relief routes but earlier discussions indicated that there could be a route that would leave highway 385 and angle toward the junction of 385 and 20 to the west of Chadron. If this would be the case, I suggest that the relief route leave 385 south of Chadron NO FARTHER SOUTH than the Goffena Road intersection. This does two things: 1. it would bring traffic closer to Chadron along with the potential economic benefits, and 2. it maintains the ridge of hills between the majority of the Goffena Road Community and the noise and lights associated with the highway.</p> <p>It makes little sense to plan for a short section of the Heartland Express to be a two lane highway as the Plan indicates. This is short-sighted and unsafe. Travelers should not be expected to adjust to two-</p>	<p>Dear Jerry Schumacher</p> <p>Thank you for taking the time to consider and comment on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.</p> <p>Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.</p> <p>Your concerns regarding the potential 'relief route' at Chadron will be documented for future reference. As commented in the study (Chapter 2.2.1, page 36), there are currently no plans for relief routes. We identified the potential relief route along the south side of Chadron because of the suburban nature of the existing segment. When development of this segment becomes our priority, the public</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
						<p>way traffic for such a short distance. Since South Dakota will have their section to the Nebraska border completed as a four lane by this year, and it will be four lanes to Alliance from the south, leaving two-lane, two-way traffic in the middle is not acceptable.</p> <p>Thank you for the opportunity to comment.</p> <p>Jerry Schumacher</p>	<p>involvement process will be re-started to better determine the needs and desires of the community.</p> <p>Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.</p> <p>Sincerely,                      Randall EIDorado                      Planning &amp; Project Development                      Nebraska Department of Roads</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
6/1/2014		John R.	Williams			<p>Heartland Expressway Comments:                      Ref: 2.0 Development Plan Page 4 "Travel demand in the Nebraska Panhandle has fallen the last ten years" ... How could that be??? Once a week I drive Scottsbluff to Alliance and return – been doing it for the last 20 years. And at least twice a month 30 years prior – and trips to other cities in the Panhandle to me all have had an increase. The only traffic there is less of is the State Patrol – in a four year period, none were seen. Don't understand how the information was gathered.</p> <p>As I have not seen the car parked at Angora Hill (or other place) with the guy with a clipboard doing a tally. Nor have I seen the hose across the road hooked to a counter box thing. Perhaps with the new technology they are imbedded in the road bed? Maybe the cars and trucks are going so fast – they don't register!</p> <p>Blowout Penstemon – Ref. Page 58 (see attached pg. 12 of this document), historical Marker – Ref. Page 68 – Do mark the Sidney Blackhills Trail Red Willow Creek.</p> <p>When doing the highway traffic markers, do more of the overhead signage. The markers east of Scottsbluff at the new intersection is so primitive!!!</p>	No comment sent because address was not given.

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
5/30/2014	10:22 AM	James	Wright	jcwright69337@yahoo.com	308-432-5105	<p>We live on the east side of Hwy. 385, three and a half miles south of the intersection of Hwy. 20 and 385 in Chadron, NE. On this stretch there are numerous developed properties on this east side of Hwy. 385. The west side of the highway is mainly undeveloped ranch ground. When expansion comes to this part of the Heartland Express, we ask that you consider strongly the construction be executed on the more undeveloped (west) side of the highway. Thank you for your consideration.</p>	<p>Mr. Wright – Thank you for taking the time to review the Corridor Development and Management Plan for the Heartland Expressway in Nebraska. Your comments are appreciated and carefully considered.</p> <p>The issue raised in your comment regarding the location of highway improvements will not be determined until such time funding is identified and available. If and when that occurs, engineering and environmental studies will be performed to identify areas where roadway improvements will have the least damaging effect on the natural and human environment. Public meetings will be held at this time in the vicinity of the project to provide you the opportunity to review and comment on design alternatives being considered. Every attempt will be made to select a highway improvement alternative that avoids or minimizes impacts to the natural and human environment.</p> <p>All Nebraska transportation projects, including those on the Heartland Expressway, compete for available state and federal funds. The Department of Roads is developing a process to select projects for funding, which includes funding made available through the Build Nebraska Act. The Heartland Expressway is designated as a High-Priority Corridor, and as such, meets the requirements for Build Nebraska Act funding.</p> <p>Thank you for your comments and input on</p>

DATE	TIME	FIRST NAME	LAST NAME	EMAIL	PHONE	COMMENT	REPLY
							<p>this important study of the Heartland Expressway Corridor and for valuing Nebraska's transportation system.</p> <p>Randall J. EIDorado, P.E. Planning &amp; Project Development Nebraska Department of Roads Phone No. (402) 479-4778</p>

## Colorful plants: Mother's gift gains value as time passes

Continued from page 1

The short lived perennials are usually six to 18 inches tall and reach their full bloom in May and early June.

Colburn said his mother and other farm and ranch wives gathered the blue bell seeds all over the county mowing machine and scattered them throughout their communities, hoping they would flourish.

Over the years, the blue bells have prospered, but have unreliable growing patterns.

One year they will be thick, and another year, they will be scarce.

Colburn has to keep a sharp eye out for them as he maintains his property, so that he doesn't accidentally mow them off with the unwelcome weeds.

Blowout penstemon, the rarest plant species native to the Great Plains, grows mainly in the Nebraska Sandhills, according to information from the Nebraska Game and Parks Commission.

It is the only endangered plant in the state. By the 1940s, blowout penstemon was thought to be extinct, but was rediscovered in 1968.

According to the NRPC, 3,000 to 5,000 plants remain in 13 sites. More than 80 percent of the sites are within an area less than 50 miles in diameter, making

them highly susceptible to localized drought and other conditions.

## Mother's gift gains value as time passes

By SANDRA HANSEN  
Ag Editor

Jerry Colburn takes special care of the gift from his mother, Harriett Colburn, who distributed blowout penstemon seeds on her son's property east of Scottsbluff four decades ago because they were her favorite flower on the family's property southwest of Valentine, and she thought it would be nice to see them here when she and her husband, Frank, visited Jerry.

Colburn's parents spent vacations on his river bottom property for several years, and saw the new growth of blue bells spread throughout the sandy area.

"They do really good down here in the sand," Colburn said recently, as he pointed out the colorful plants sprouting from the otherwise barren ground. "I guess it's the sand. They grew real well on the ranch when we were kids. We called them blue bells. They were my mother's favorite flowers, and she scattered some of the seed down here to see if they would grow."

See Colorful plants, page 3



Jerry Colburn nurtures his patch of blowout penstemon, a legacy from his mother Harriett who scattered the seeds on his property about 40 years ago.  
Photo by Sandra Hansen

Sunday, July 11, 2004



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 7**

11201 Renner Boulevard  
Lenexa, Kansas 66219

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JUL 14 2014

JUL 10 2014

**COMMUNICATION DIVISION**

Sarah R. Kugler, Public Involvement Coordinator  
Communication Director  
Nebraska Department of Roads  
1500 Highway 2  
Lincoln, Nebraska 68509

Dear Ms. Kugler:

The U.S. Environmental Protection Agency, Region 7, received your email of April 24, 2014, requesting review of the Draft Heartland Expressway Corridor Development and Management Plan. We appreciate the opportunity to review the Plan in preparation for further project scoping in the development of future environmental assessments by the federal government consistent with the requirements of the National Environmental Policy Act and implementing regulations issued by the Council on Environmental Quality. We understand that the Nebraska Department of Roads requested response by May 29, 2014, and apologize for the lateness of these comments. However, to the extent that any of our comments assist you in the preparation of appropriate studies or data-gathering in support of the NEPA process, we would appreciate your giving these comments full consideration in the continuing development of the Plan and its accompanying NEPA compliance documentation.

The Heartland Expressway is located between Limon, Colorado, and Rapid City, South Dakota and connects to I-25 in Wyoming via U.S. Highway 26. The Heartland Expressway is the middle section of the larger Great Plains International Trade Corridor that extends from Mexico to Canada. Approximately 200 miles of the Heartland Expressway's 498 miles is located in Nebraska. The purpose of this NDOR-developed Plan is to produce a coordinated long-term vision and program for potential future improvements to the Heartland Expressway corridor in Nebraska.

Please consider the following comments primarily focusing on the content of Chapter 3, Environmental Review.

**NEPA Coverage**

**Programmatic NEPA**

As the section of the Heartland Expressway through Nebraska is only a portion of the overall highway project, we recommend that the Federal Highways Administration consider a larger geographic framework for NEPA purposes based on the utility of developing a programmatic NEPA compliance



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document to assess the impacts of the project over its entire area, including Nebraska, Wyoming, Colorado and South Dakota. Those impacts specific or unique to smaller regions or states could be addressed in detail with additional individual NEPA compliance documents tiering from the programmatic NEPA document. This approach could also provide greater support to ensuring adequate NEPA coverage for all components of the project which might be completed in stages over time based on the availability of funding.

### **Segmentation**

Section 3.1.4, Logical Termini, addresses the development of logical termini for the project both in the sense of project design and the analysis of project impacts. The Plan acknowledges that "related improvements within a transportation facility should be evaluated as one project, rather than selecting termini based on what is available for short range improvements." In anticipating the possible treatment of these many project sub-parts, the Plan also acknowledges that "segmentation also often occurs when a transportation need extends throughout an entire corridor, but environmental issues are inappropriately discussed for only a segment of the corridor." We strongly agree with these statements and will support NDOR's and FHWA's efforts in document preparation to ensure that this does not occur for this portion of the Heartland Expressway project. Clearly, a federal project which provides greater and easier access to markets for materials and products will have an area of environmental impact well beyond the specific termini of the transportation corridor, e.g., Bakken gas fields (Section 2.1.2).

### **Stormwater Impacts**

#### **Surface Water Impacts**

With expanded impervious surface area associated with widened or improved roadway, entree and exit ramping and associated public and private service facilities, precipitation-associated runoff would be expected to increase. In locations where streams cross or are adjacent to or close-by these impervious surfaces, storm-associated, high-energy runoff could result in bank and bed scouring and the deposition of storm-driven sedimentation downstream within the stream or in non-flowing waterbodies (e.g., ponds, lakes, wetlands). Stream channel instability and loss of habitat within the stream and within non-flowing waters downstream could occur as a direct result of highway development. This is of concern both during construction and post-construction and for perennial, intermittent and ephemeral streams. These impacts should be estimated and analyzed as part of the NEPA compliance process.

This region is known for rapid rise and fall of temperature during the winter season. Use of surface treatments for ice and snow during the winter could have deleterious effects on nearby surface waters as ice or snow rapidly melts. Those effects, based on how NDOR would propose to address snow and ice removal within this corridor, should also be fully characterized.

#### **Groundwater Impacts/Losing Streams**

In this region and in certain stream reaches, many streams are known as "losing streams" which contribute some to all of their surface flow to groundwater. Threats to groundwater quality by this mechanism should also be addressed in the NEPA document.

## **Wildlife Impacts**

### **Crossing and Migration Passage**

The draft Plan addresses the threat to wildlife created by habitat fragmentation and the need for wildlife corridors to mitigate these impacts (Section 3.2.5). The Plan references the beneficial impacts of corridors, crossways and underpasses on roadway projects, particularly within sections of concentrated wildlife use and crossing. NDOR has made great progress in piloting such projects in areas of increased animal/vehicle interaction along I-80 between Omaha and Lincoln. The NEPA documentation should include data on areas within the project footprint which could create above normal animal/vehicle interactions so that those roadway segments might include designs which would incorporate structures to minimize those impacts and reduce the risk to wildlife and drivers. The inclusion of these structures and designs could serve as the basis for avoiding, minimizing or mitigating potentially significant impacts from the project.

### **Noise**

Although the document does address the impacts of noise on human health and cultural aesthetics, future NEPA documentation should address the impacts, both positive and negative, on wildlife within the transportation corridor. Noise related to increased traffic and/or increased truck traffic, specifically, could be expected to serve as a mechanism to keep wildlife away from the roadway and reduce the potential for collision. However, traffic noise could also be reasonably expected to limit or eliminate the suitability of adjacent areas as wildlife habitat.

## **Indirect Effects**

### **Energy Development**

Future NEPA compliance documentation should include an analysis of whether the development of the Heartland Expressway could increase the likelihood of additional development of energy resources in the larger region, i.e., beyond just the project footprint or in Nebraska. Increased access to transportation could be reasonably expected to affect the economics of energy extraction in this region.

### **Energy Corridors**

The design of possible roadway alternatives should give consideration to including pathways for energy-related structures within the right-of-way, e.g., pipelines, transmission lines. Designing for multiple use ROWs could increase the viability of the project and decrease the need to develop separate ROWs for other structures, particularly for the transportation of energy-related commodities.

Thank you, again, for the opportunity to review the Plan at such an early stage of project development. If you have any questions regarding these comments and for future contact regarding the review of

NEPA compliance documents associated with is project, please contact me at 913-551-7441 or [shepard.larry@epa.gov](mailto:shepard.larry@epa.gov).

Sincerely,

  
for Larry Shepard  
NEPA Reviewer

cc: David Fronczak, EPA Region 8

## HEARTLAND EXPRESSWAY

COMMENTS

REF: 2.0 DEVELOPMENT PLAN  
PAGE 4

"TRAVEL DEMAND IN THE NEBRASKA  
PANHANDLE HAS FALLEN THE  
LAST TEN YEARS..."

How COULD THAT BE ???

ONCE A WEEK I DRIVE SCOTTSBLUFF  
TO ALLIANCE & RETURN - BEEN  
DOING IT FOR THE LAST 20 YEARS.  
AND AT LEAST TWICE A MONTH  
30 YEARS PRIOR - AND TRIPS TO  
OTHER CITIES IN THE PANHANDLE  
TO ME ALL HAVE HAD AN INCREASE.

— THE ONLY TRAFFIC THERE  
IS LESS OF IS THE STATE  
PATROL - IN A FOUR YEAR  
PERIOD NONE WERE SEEN.

DON'T UNDERSTAND HOW THE  
INFORMATION WAS GATHERED.

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COMMUNICATION DIVISION

AS I HAVE NOT SEEN THE CAR PARKED AT ANBORA HILL (OR OTHER PLACE) WITH THE GUY WITH A CLIP BOARD DOING A TALLY. NOR HAVE I SEEN THE HOSE ACROSS THE ROAD HOOKED TO A COUNTER BOX THING. — PERHAPS WITH THE NEW TECHNOLOGY THEY ARE IMBEDDED IN THE ROAD BED ??? !!!

BLOWOUT PENSTEMON

REF PAGE 58

SEE ATTACHED -

HISTORICAL MARKER

REF PAGE 68

DO MARK THE SIDNEY - BLACK HILLS TRAIL

RED WILLOW CREEK -

WHEN DOING THE HIGHWAY TRAFFIC MARKERS DO MORE OF THE OVERHEAD SIGNAGE.

— THE MARKERS EAST OF

MAYBE THE CARS & TRUCKS ARE GOING SO FAST — THEY DON'T REGISTER!

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WILLIAMSON  
JULY 2 2014

SCOTTSBLUFF AT THE NEW  
INTERSECTION IS SO  
PRIMITIVE !!!

WE KNOW ERNIE CHAMBERS  
IS LOOKING-OUT FOR THE  
PRAIRIE DOGS — BUT  
WHO CARES ABOUT THE  
TURTLES AND THE  
LIGHTNING BUGS ???

WE CAN STILL DRIVE  
SCOTTSBLUFF TO ALLIANCE  
SIGN "SAYS" 51 MILES

BUT NO SIGN AT ALLIANCE  
DIRECTING TO SCOTTSBLUFF!  
— YOU CAN ONLY GO TO  
ANBORA OR BRIDGEPORT

JOHN R. WILLIAMS

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06E22000-2014-TA-0168  
06E22000-2014-CPA-0162



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Ecological Services  
Nebraska Field Office  
203 West Second Street  
Grand Island, Nebraska 68801

May 29, 2014

**FWS-NE: 2014-267**

Ms. Sarah R. Kugler  
Public Involvement Coordinator  
NDOR Communication Division  
1500 Highway 2  
Lincoln, NE 68509-4759

**RE: USFWS Comments, Draft Heartland Expressway Corridor Development and Management Plan (CDMP), TCSP-71-2(112), 51436**

Dear Ms. Kugler:

This responds to the April 24, 2014, Emailed request for comments from the U.S. Fish and Wildlife Service (Service) for the drafted Heartland Expressway CDMP. The Service has responsibility for conservation and management of fish and wildlife resources for the benefit of the American public under the following authorities: 1) Endangered Species Act of 1973 (ESA), 2) Fish and Wildlife Coordination Act, 3) Bald and Golden Eagle Protection Act, and 4) Migratory Bird Treaty Act. The National Environmental Policy Act (NEPA) requires compliance with all of these statutes and regulations. This project was prioritized by the Nebraska Department of Roads (NDOR) and the Federal Highway Administration (FHWA) for the Service to review on May 27, 2014.

### **Protected Species**

Regarding threatened and endangered species, the Service recommends that the CDMP refer to the Nebraska Biological Evaluation Process document that has been developed between our agency with FHWA, Nebraska Game and Parks Commission, and NDOR (<http://www.dor.state.ne.us/environment/guides/bio-eval-matrix-fed-aid-NE.pdf>). This "Process" is how present and future state and federal consultations (for threatened and endangered species) are being conducted. This "Process" is also updated annually so it would provide the most up-to-date information for transportation project planning efforts and species information (i.e. species status and habitat screening tools for how transportation projects would be evaluated for potential impacts, bald and golden eagle assessment protocol and migratory bird avoidance, etc.). In addition, due to the location of the Heartland Expressway, the CDMP should include information about the potential for Platte River Depletions. The Service has consistently taken the position in its section 7 consultations that Federal agency actions resulting

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in the existing or new water depletions to the Platte River system may affect threatened and endangered species including the whooping crane, interior least tern, piping plover, pallid sturgeon as well as designated critical habitat for the whooping crane in the Central Platte River. Refer to the enclosed map that would show where these River Basins within the CDMP are located (and website: <http://www.fws.gov/platteriver/>).

### **Research and Environmental Mitigation Planning Needs for CDMP**

Wildlife movements across the Heartland Expressway Corridor have not yet been studied in depth. On September 10, 2012, the Service gave a presentation at NDOR's Interagency meeting demonstrating that there is need for Wildlife Connectivity research for a number of species along the Heartland Expressway Corridor, including the swift fox. The need for a multi-species connectivity study is critical for several reasons. Traffic volumes are anticipated to increase and right of way widths will more than double along the proposed 4-lane expressway. This could lead to risks to the traveling public (via Wildlife Vehicle Collisions) as well as impact habitats and wildlife populations (through habitat fragmentation and mortality) along the planned expressway route. As the CDMP describes, there are several species of conservation interest and their habitats that exist along the corridor. These species include not only the swift fox and bighorn sheep, but also mule deer, pronghorn, mountain lion, elk, turkey, white and black-tailed jackrabbits, and others. Future studies that could assist the CDMP with developing mitigation strategies include but are not limited to: animal movement monitoring of multi-species (via use of cameras and radio collaring), small mammal mortality inventories (road kill surveys), inventory of amphibians and reptiles (road kill surveys), inventory of NDOR structures along the CDMP route for potential retrofit/ animal crossing opportunities, and developing a statewide database for collecting new and utilizing existing deer crash data also for assessing the potential for crossing or fencing needs to assist wildlife movement through the transportation corridor.

Currently a swift fox survey research project (along the CDMP corridor) was funded by NDOR research funds and is now underway by the University of Nebraska Kearney. Another project has received NDOR research funding that will be conducted by the University of Nebraska Lincoln (contributing to an ongoing multi-year study on the status of the swift fox range in Nebraska). The Service is participating as a Technical Advisory Committee member with these and hopefully future NDOR connectivity studies. We look forward to the outcomes and conservation strategies that will be developed as we learn more about the species needs and ways to mitigate for portions along CDMP that have already been built and in the future.

### **Opportunities and Partnerships for Keeping Landscapes along the CDMP Connected**

As landscapes become increasingly fragmented by busy roads, development, and other human activity, wildlife habitat is generally divided into smaller and smaller parcels of land for animals to meet their life requisites; find food and water, shelter, establish territory, reproduce, and meet the rest of the specific living requirements. Roads and highways are excellent for connecting people to their destinations but they can disconnect many wildlife species from essential habitats. However, as the increasing demands to move people, goods and services necessitate the upgrading of existing highways and construction of new infrastructure we are presented with an opportunity to accommodate wildlife passage to maintain highway permeability and landscape connectivity.

In an effort to plan accordingly for the changes that are foreseen to take place in Nebraska's Panhandle from the expressway upgrade, the Service recommends that an Advisory Committee made up of stakeholders be developed. This would help ensure that the landscape can maintain connections for not only travelers and communities but also wildlife and habitats that have been identified in the CDMP. In turn, early coordination with the Advisory Committee could lend itself to strategic mitigation options as well as partnership opportunities between; much like has been developed in Colorado for their Shortgrass Prairie Initiative ([http://www.policyconsensus.org/casestudies/docs/CO\\_shortgrass.pdf](http://www.policyconsensus.org/casestudies/docs/CO_shortgrass.pdf)). The Shortgrass Prairie Initiative has developed proactive mitigation to ensure species protection during the next 20 years before these transportation impacts occur in Colorado.

The Service appreciates the opportunity to provide comments on this proposed planning effort. Should you have any questions regarding these comments, please contact Ms. Brooke Stansberry within our office at [Brooke\\_Stansberry@fws.gov](mailto:Brooke_Stansberry@fws.gov) or at (308) 382-6468, extension 16.

Sincerely,



 Kirk D. Schroeder  
Acting Nebraska Field Supervisor

Enclosure

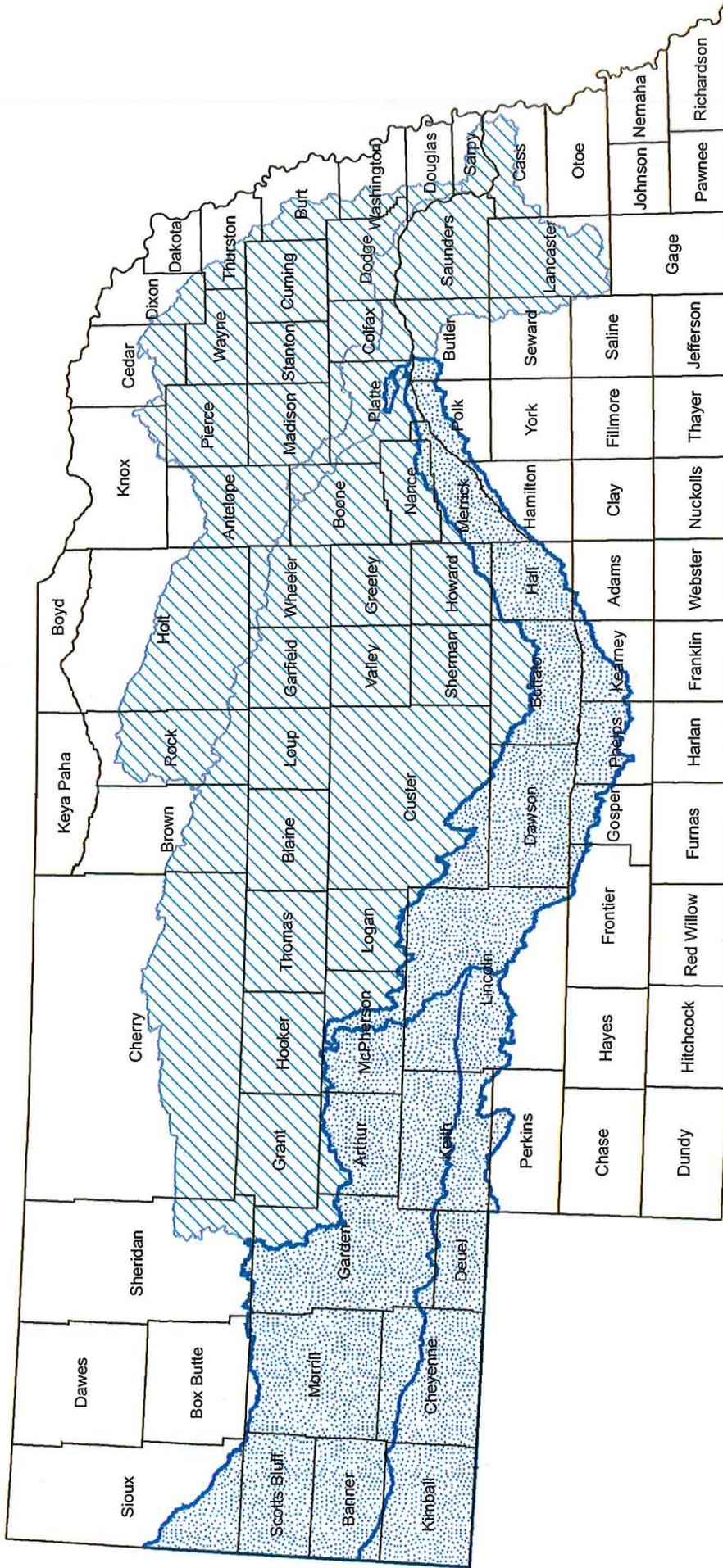
cc: NGPC; Lincoln, NE (Attn: Michelle Koch)  
NGPC; Lincoln, NE (Attn: Carey Grell)  
FHWA; Lincoln, NE (Attn: Melissa Maiefski)  
USACE; Omaha, NE (Attn: John Moeschen)  
USEPA; Lenexa, KS (Attn: Larry Shepard)  
USFS; Chadron, NE (Attn: Jeff Abegglen)  
NLT; Lincoln, NE (Attn: Dave Sands)

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# River Basins that have potential to impact Platte River Flows (depletion concerns).



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## Legend

-  Basins Associated with the Lower Platte
  -  Platte River Implementation Recovery Program
- Platte River Program = North, South and Middle Platte Basins  
 Associated Basins = Elkhorn, Loup and Lower Platte Basins

Note: The Lower Platte Basin has been identified to be in a state of jeopardy. Individual consultation with the U.S. Fish and Wildlife Service would apply for Platte River depletions. Depletions within the Platte River Implementation Recovery Program would fall under a programmatic consultation.

**Matulka, Denise**

---

**Subject:** FW: Heartland Expressway Comment for your review

---

**From:** Eldorado, Randy  
**Sent:** Thursday, June 12, 2014 4:55 PM  
**To:** [dcottier@gpcom.net](mailto:dcottier@gpcom.net)  
**Cc:** Oie, Mary Jo  
**Subject:** FW: Heartland Expressway Comment for your review

Ms. Cottier – Thank you for taking the time to review the Corridor Development and Management Plan for the Heartland Expressway. Your comments are appreciated.

We are aware of the length of time taken for the development of this project. When using federal funds for a highway construction project, comprehensive review and analysis of the project's effect on the human and natural environment must be carefully performed. The time this effort takes is influenced by a complex analysis of issues with the resulting impacts identified through data gathering, public and agency meetings, and field inspections.

Your question on funding availability is a primary issue for the Heartland Expressway program. As stated in the report, funding is currently available only for the project from L62A to Alliance on US-385. One purpose in developing this report was to identify and document potential funding options.

All Nebraska transportation projects, including those on the Heartland Expressway, compete for available state and federal funds. The Department of Roads is developing a process to select projects for funding, which includes funding made available through the Build Nebraska Act. The Heartland Expressway is designated as a High-Priority Corridor, and as such, meets the requirements for Build Nebraska Act funding.

NDOR appreciates the support and involvement of the Heartland Expressway Association through this study and for valuing Nebraska's transportation system.

Randall J. Eldorado, P.E.  
Planning & Project Development Division  
Nebraska Department of Roads  
Phone No. (402)479-4778

---

**From:** [dcottier@gpcom.net](mailto:dcottier@gpcom.net) [<mailto:noreply+efd5c98e9c42f509@formstack.com>]  
**Sent:** Friday, May 09, 2014 1:39 PM  
**To:** Pester, Jim  
**Subject:** Heartland Expressway Comment

 **Formstack**

**Formstack Submission for form Heartland Expressway Comment**

*Submitted at 05/09/14 1:39 PM*

**Name:** Deb Cottier

**Email:** [dcottier@gpcom.net](mailto:dcottier@gpcom.net)

**Comments:** Thank you for opportunity to comment on the CDMP for the proposed Heartland Expressway. First, it should be noted this process has taken more than 2 years to get to this point and the numbers in the CDMP are now less reliable. However, given the comprehensive nature of the 4 phase plan, I believe NDOR needs to work quickly to identify the next highest priority (other than the Alliance to L62A junction) and get additional pieces of the project on the state road plan. The Heartland Expressway Association remains committed to assisting however we can to make the case for the importance of finishing this Expressway in Nebraska. We believe the economic impacts suggested in the CDMP are conservative, and await the next phase that can be funded by NDOR through HTF and Build Nebraska Act funding.

**Daytime  
Phone:** (308) 430-5959

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Suite 300  
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## Matulka, Denise

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**From:** EIDorado, Randy  
**Sent:** Wednesday, October 15, 2014 2:24 PM  
**To:** ajcrawford1@charter.net  
**Cc:** Kugler, Sarah  
**Subject:** FW: Heartland Expressway Comment

Dear Mr. Crawford

Thank you for taking the time to consider and comment on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.

Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.

Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.

Sincerely,

Randall EIDorado  
Planning & Project Development  
Nebraska Department of Roads

---

**From:** [ajcrawford1@charter.net](mailto:ajcrawford1@charter.net) [<mailto:noreply+7854e35a60a8cf42@formstack.com>]  
**Sent:** Thursday, May 22, 2014 2:58 PM  
**To:** Pester, Jim  
**Subject:** Heartland Expressway Comment



### Formstack Submission for form Heartland Expressway Comment

Submitted at 05/22/14 2:57 PM

**Name:** Art Crawford

**Email:** [ajcrawford1@charter.net](mailto:ajcrawford1@charter.net)

**Comments:** heartland express issue, I could care less about hwy 71 Kimball to Scottsbluff It was made to please those in need of the Scottsbluff area If it was for all we would not be waiting for 20 plus years. The express road should be built with the views of those who make a living on the highways IE truck drivers I am now retired, I have spent 35 years of railroading mechanical repair in Alliance and listen to trucks that hauled parts of all sizes to Alliance from all over when asked

how they got to Alliance endless times I was told from Sidney to Alliance hwy 385 Answers from less terrain, most direct and so forth endless statements Yes I agree from angora junction hwy 26 to wyo border and I 25 I have told people who represented this area for a long time which seem to fall on deaf ears what above is saying to you now last if you are building segments as I read I propose that you make four lane road from sarpy county road on the south end to logan road on the north using 385 as is That section is the most traffic congestion area any time of year with cattle feed lot on the south to logan which would put you past the beet dump which traffic in the fall harvest is amazing The number of trucks in that area would overwhelm you I dont expect to see a 4 lane road from state line to state line in my life time the people in charge have the power to make this happen it took 20 plus years to get this far as the key quote said to me many times oh you live out there where you live in a slower pace we are in Nebraska no matter where live Please update your time schedule for putting this road I have written letters to state US and congress representatives have not really improved that much I again look at you to make this happen in short time traffic continues to grow steady Thank you for your time

**Daytime  
Phone:**

(308) 760-0916

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## Matulka, Denise

---

**From:** EIDorado, Randy  
**Sent:** Wednesday, October 15, 2014 2:30 PM  
**To:** monhors@yahoo.com  
**Cc:** Kugler, Sarah  
**Subject:** Heartland Expressway Corridor Development and Management Plan

Dear Monica Cunningham

Thank you for taking the time to consider and comment, dated 5/26/14, on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.

Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.

Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.

Sincerely,

Randall EIDorado  
Planning & Project Development  
Nebraska Department of Roads

## Matulka, Denise

---

**From:** EIDorado, Randy  
**Sent:** Wednesday, October 15, 2014 3:21 PM  
**To:** pamelaeck@bbc.net  
**Cc:** Kugler, Sarah  
**Subject:** FW: Heartland Expressway Comment

Dear Pamela Eck

Thank you for taking the time to consider and comment on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.

Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.

Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.

Sincerely,

Randall EIDorado  
Planning & Project Development  
Nebraska Department of Roads

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**From:** "[pamelaeck@bbc.net](mailto:pamelaeck@bbc.net)" <[noreply+9b93dfd03e92acb1@formstack.com](mailto:noreply+9b93dfd03e92acb1@formstack.com)>  
**Reply-To:** "[pamelaeck@bbc.net](mailto:pamelaeck@bbc.net)" <[pamelaeck@bbc.net](mailto:pamelaeck@bbc.net)>  
**Date:** Monday, June 2, 2014 7:12 PM  
**To:** Jim Pester <[jim.pesther@nebraska.gov](mailto:jim.pesther@nebraska.gov)>  
**Subject:** Heartland Expressway Comment



### Formstack Submission for form Heartland Expressway Comment

*Submitted at 06/02/14 7:12 PM*

**Name:** Pamela Eck

**Email:** [pamelaeck@bbc.net](mailto:pamelaeck@bbc.net)

**Comments:** We have to travel from Alliance to Scottsbluff at least 1-2 times a month for medical visits and shopping. There is always too much traffic to be able to pass safely. It is not unusual to have an oncoming vehicle coming toward you in your lane of traffic, with very little spare time before he/she completes the passing maneuver and returns to his/her own lane. This happened to me

recently; I flashed my lights at the oncoming vehicle (it was broad daylight at the time) to warn him he was endangering other motorists, and he just flashed his lights back at me like it was some kind of joke. The stretch of highway between Alliance and Scottsbluff is becoming increasingly dangerous.

In regard to highway 385 from Alliance to Chadron and the state line, it is humiliating for Nebraska to be dragging its feet while South Dakota has a 4-lane highway almost completed on their side of the state line. Citizens in the panhandle of Nebraska pay taxes too, and it makes us wonder why the majority of state roads money gets spent in the eastern half of the state.

Sincerely  
Pamela D. Eck

**Daytime  
Phone:** (308) 762-7154

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**Matulka, Denise**

---

**Subject:** FW: Heartland Expressway Corridor Development and Management Plan

**From:** EIDorado, Randy

**Sent:** Wednesday, October 15, 2014 2:19 PM

**To:** 'jeford47@bbc.net'

**Subject:** Heartland Expressway Corridor Development and Management Plan

Dear Mr. Ford

Thank you for taking the time to consider and comment, dated 5/8/14, on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.

Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.

Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.

Sincerely,

Randall EIDorado

Planning & Project Development

Nebraska Department of Roads

**Matulka, Denise**

---

**Subject:** FW: Heartland Expressway CDMP Comment #1

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**From:** Eldorado, Randy  
**Sent:** Wednesday, June 04, 2014 1:45 PM  
**To:** 'tgarwood@bbc.net'  
**Cc:** Oie, Mary Jo  
**Subject:** Re: Heartland Expressway CDMP Comment #1

Mr. Garwood – Thank you for taking the time to review the Corridor Development and Management Plan for the Heartland Expressway in Nebraska. Your comments are appreciated.

Your question on funding availability is a primary issue for the Heartland Expressway program. As stated in the report, funding is currently unavailable except for the project from L62A to Alliance on US-385. One purpose in developing this report was to identify and document potential funding options.

All Nebraska transportation projects, including those on the Heartland Expressway, compete for available state and federal funds. The Department of Roads is developing a process to select projects for funding, which includes funding made available through the Build Nebraska Act. The Heartland Expressway is designated as a High-Priority Corridor, and as such, meets the requirements for Build Nebraska Act funding.

Thank you for your comments and input on this important study of the Heartland Expressway Corridor and for valuing Nebraska's transportation system.

Randall J. Eldorado, P.E.  
Planning & Project Development Division  
Nebraska Department of Roads  
Phone No. (402)479-4778

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**From:** [tgarwood@bbc.net](mailto:tgarwood@bbc.net) [<mailto:noreply+b70d9e3f8bd651fc@formstack.com>]  
**Sent:** Thursday, May 08, 2014 4:30 PM  
**To:** Pester, Jim  
**Subject:** Heartland Expressway Comment



### Formstack Submission for form Heartland Expressway Comment

*Submitted at 05/08/14 4:29 PM*

**Name:** Tim Garwood

**Email:** [tgarwood@bbc.net](mailto:tgarwood@bbc.net)

**Comments:** I would like to thank the Department Of Roads for their time in putting together the Corridor Management Plan. After reviewing the plan I have one concern. The section that covers financing mentions the fact that the funds are in place for the first leg of the project from Alliance to the L62A junction. The report was not very encouraging for acquiring future funds for this project. Outside of lobbying our state and federal representatives for more transportation funding

is there anything else we can do to ensure the project will stay on task for a reasonable completion date?

**Daytime  
Phone:** (308) 762-5010

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## Matulka, Denise

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**Subject:** FW: Heartland Expressway Comment #2

**From:** Eldorado, Randy  
**Sent:** Friday, June 06, 2014 9:07 AM  
**To:** Travis Hiner  
**Subject:** Heartland Expressway Comment #2

Mr. Hiner – Thank you for taking the time to review the Corridor Development and Management Plan for the Heartland Expressway in Nebraska. Your comments are appreciated.

We are aware of the length of time taken for the development of this project. When using federal funds for a highway construction project, comprehensive review and analysis of the project's effect on the human and natural environment must be carefully performed. The time this effort takes is influenced by a complex analysis of issues with the resulting impacts identified through data gathering, public and agency meetings, and field inspections.

We share your urgency in completing this project and look forward to the benefits of improved travel conditions and economic opportunities resulting from the construction of this project.

Thank you for your comments and input on this important study of the Heartland Expressway Corridor and for valuing Nebraska's transportation system.

Randall J. Eldorado, P.E.  
Planning & Project Development Division  
Nebraska Department of Roads  
Phone No. (402)479-4778

---

**From:** [THINER@CHARTER.NET](mailto:THINER@CHARTER.NET) [mailto:noreply+c4272af673aee472@formstack.com]  
**Sent:** Friday, May 09, 2014 12:52 PM  
**To:** Pester, Jim  
**Subject:** Heartland Expressway Comment



### Formstack Submission for form Heartland Expressway Comment

Submitted at 05/09/14 12:52 PM

**Name:** TRAVIS HINER

**Email:** [THINER@CHARTER.NET](mailto:THINER@CHARTER.NET)

**Comments:** IF THIS PROJECT HAD BEEN DONE IN A TIMELY MANNER, THE FUNDS WE ACQUIRED WOULD HAVE NEARLY PAID FOR IT. NOW THE COSTS HAVE BALLOONED BECAUSE OF BUREACRATIC DELAYS AND THE POPULATION OF THE PANHANDLE IS STILL DECREASING. THE PRIMARY PURPOSE OF THE HEARTLAND EXPRESS WAS TO STOP OR SLOW DOWN THIS CATASTROPHIC POPULATION DECLINE.

**Daytime Phone:** (308) 641-8425

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**Matulka, Denise**

---

**Subject:** FW: Heartland Expressway Corridor Development and Management Plan

Dear Mr. Ford

Thank you for taking the time to consider and comment, dated 5/8/14, on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.

Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.

Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.

Sincerely,

Randall Eldorado  
Planning & Project Development  
Nebraska Department of Roads

**Matulka, Denise**

---

**Subject:** FW: Heartland Expressway Comment

**From:** ElDorado, Randy  
**Sent:** Wednesday, October 15, 2014 10:45 AM  
**To:** [howard.kg@gmail.com](mailto:howard.kg@gmail.com)  
**Cc:** Kugler, Sarah  
**Subject:** FW: Heartland Expressway Comment

Dear Mr. Howard

Thank you for taking the time to consider and comment on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.

Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.

Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.

Sincerely,

Randall ElDorado  
Planning & Project Development  
Nebraska Department of Roads

---

**From:** "[howard.kg@gmail.com](mailto:howard.kg@gmail.com)" <[noreply+b87b030910aa1818@formstack.com](mailto:noreply+b87b030910aa1818@formstack.com)>  
**Reply-To:** "[howard.kg@gmail.com](mailto:howard.kg@gmail.com)" <[howard.kg@gmail.com](mailto:howard.kg@gmail.com)>  
**Date:** Wednesday, May 28, 2014 7:06 AM  
**To:** Jim Pester <[jim.pester@nebraska.gov](mailto:jim.pester@nebraska.gov)>  
**Subject:** Heartland Expressway Comment



## Formstack Submission for form Heartland Expressway Comment

Submitted at 05/28/14 7:06 AM

**Name:** Kevin Howard

**Email:** [howard.kg@gmail.com](mailto:howard.kg@gmail.com)

**Comments:** Many people thought that the Heartland Express was a "done deal" back in the 90's and 00's

Let us not let this subject die until we have a four-lane true expressway from Colorado to South Dakota.  
I commend the Heartland Expressway Committee for their continued dogged determination.  
Keep going!

**Daytime  
Phone:** (308) 641-5803

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**Matulka, Denise**

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**Subject:** FW: Heartland Expressway Comment

**From:** Eldorado, Randy  
**Sent:** Wednesday, October 15, 2014 10:55 AM  
**To:** jkusek@bbc.net  
**Cc:** Kugler, Sarah  
**Subject:** RE: Heartland Expressway Comment

Dear Jonnie Kusek

Thank you for taking the time to consider and comment on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.

Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.

Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.

Sincerely,

Randall Eldorado  
Planning & Project Development  
Nebraska Department of Roads

---

**From:** "jkusek@bbc.net" <noreply+31578b76e7b6af16@formstack.com>  
**Reply-To:** "jkusek@bbc.net" <jkusek@bbc.net>  
**Date:** Wednesday, May 28, 2014 4:30 PM  
**To:** Jim Pester <jim.pester@nebraska.gov>  
**Subject:** Heartland Expressway Comment

 **Formstack**

**Formstack Submission for form Heartland Expressway Comment**

*Submitted at 05/28/14 4:30 PM*

**Name:** Jonnie Kusek

**Email:** [jkusek@bbc.net](mailto:jkusek@bbc.net)

**Comments:**

DATE: May 27th, 2014

TO: To All Concerned With the Heartland  
Expressway Project

RE: Support of the Heartland Expressway  
Project

To All Concerned,

As the Transportation Director for Senior Services, Inc. dba Box Butte County Public Transit, I cannot argue the attributes of the importance of a well-planned and maintained interstate and highway system; from job creation, to potential increased tourism income, to the safety and welfare of those that travel upon our State's roadways for work and play throughout their daily lives. The completion of the Heartland Expressway would encompass all of these qualities and assist in moving forward in "The Good Life."

With being involved in the profession of public transportation, I see on a first-hand basis the significance in continuously striving to improve our roadways, extend our transportation services and improve the mobility in the vast travel distances of the Nebraska Panhandle. The demand for services by rural transit providers has increased, not decreased since 2007.

For approximately three years, I have been involved with a Statewide Mobility Management Plan sponsored by the Nebraska Department of Roads. This plan is an approach to managing and delivering coordinated transportation services to customers of all ages, including older adults, people with disabilities, and individuals with lower incomes. The success of mobility management is that it centers on coordinating these services and providers in order to achieve a more efficient transportation service delivery system for public policy makers and taxpayers who underwrite the cost of service delivery.

Box Butte County Public Transit's participation in this mobility management plan is the implementation of the expansion of services from Alliance and Hemingford, NE (Box Butte County) to Scottsbluff and Chadron, NE (involving Morrill, Scottsbluff and Dawes Counties). These communities are approximately 40-60 miles from our transportation depot in Alliance, NE, centrally located in the Nebraska Panhandle. This service delivery would include:

- Improved accessibility for medical care and overall access to health facilities. Western Nebraska health facilities comprise of local medical specialists and those that travel from across the Nation, State of Nebraska, Colorado, South Dakota, etc.
- Better access to various communities for shopping, business, employment and educational purposes.
- Enhanced access to the area's recreational and tourist attractions.
- Expanded access to our Nation's Interstate System.

On October 17, 1974, Nebraska became the first state to complete all of its mainline interstate highways with the dedication of its final piece of I-80. Where would we be today if there had not been visionaries such as Presidents Roosevelt and Eisenhower, who collaborated with many that were progressive in their thinking, were capable of forecasting the needs of the general public and the countless individuals that persevered through forty years to see the plan come to fruition?

Embracing what the completion of the Heartland Expressway can bring to the citizens of the State of Nebraska and to the Nation as a whole, will enable us to be progressive in our thinking, capable of meeting the needs of our citizens and enable us to overcome the many hurdles that a

project of this magnitude will surely encounter, our forefathers would be proud.  
I fully support the completion of the Heartland Expressway.

Sincerely,

Jonnie Kusek, Transportation Director  
Box Butte County Public Transit  
816 Flack Ave.  
Alliance, NE 69301  
308.762.3596

**Daytime** (308) 762-3596  
**Phone:**

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## Matulka, Denise

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**From:** ElDorado, Randy  
**Sent:** Wednesday, October 15, 2014 2:15 PM  
**To:** garrett.lower@eagles.csc.edu  
**Cc:** Kugler, Sarah  
**Subject:** Heartland Expressway Corridor Development and Management Plan

Dear Mr. Lower

Thank you for taking the time to consider and comment, dated 5/18/14, on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.

Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.

Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.

Sincerely,

Randall ElDorado  
Planning & Project Development  
Nebraska Department of Roads

## Matulka, Denise

---

**From:** EIDorado, Randy  
**Sent:** Wednesday, October 15, 2014 11:46 AM  
**To:** Randy.Meininger@rwmc.net  
**Cc:** Kugler, Sarah  
**Subject:** FW: Heartland Expressway Comment

Dear Randy Meininger

Thank you for taking the time to consider and comment on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.

Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.

Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.

Sincerely,

Randall EIDorado  
Planning & Project Development  
Nebraska Department of Roads

---

**From:** "[Randy.Meininger@rwmc.net](mailto:Randy.Meininger@rwmc.net)" <[noreply+8a0088c4275ad2b4@formstack.com](mailto:noreply+8a0088c4275ad2b4@formstack.com)>  
**Reply-To:** "[Randy.Meininger@rwmc.net](mailto:Randy.Meininger@rwmc.net)" <[Randy.Meininger@rwmc.net](mailto:Randy.Meininger@rwmc.net)>  
**Date:** Thursday, May 29, 2014 10:15 PM  
**To:** Jim Pester <[jim.pesther@nebraska.gov](mailto:jim.pesther@nebraska.gov)>  
**Subject:** Heartland Expressway Comment



### Formstack Submission for form Heartland Expressway Comment

*Submitted at 05/29/14 10:15 PM*

**Name:** Randy Meininger

**Email:** [Randy.Meininger@rwmc.net](mailto:Randy.Meininger@rwmc.net)

**Comments:** I am the President and Owner of Valley Ambulance Services, Inc. This is our 40th year of providing Emergency Medical Services to Nebraskans. As we look at the Affordable Care Act and changes in technology, we find that patients have and will continue to be transported between facilities to treat an illness or injury that cannot be treated at a Critical Access Hospital. Injuries

that commonly need the services of a Trauma Center were indeed sustained while on a two lane highway. Transportation needs for food and energy are increasing and the need of moving medical and trauma patients are also increasing due to many factors. For the safety of the patients entrusted to our care and the safety of our crew members, we find the four (4) lane highways much safer and they decrease the time between hospital facility due to traffic congestion. Having said that, we would like to see the entire Heartland Express a four(4) lane divided highway.

A super two would only be a bandaid fix and does not come with the same safety factors as a four (4) lane divided highway. The super two (2) will not meet the transportation needs of the future and would in the end cost us far more money.

Thank you for your time and consideration to make all the Heartland Express a four (4) lane divided highway

Randy Meininger, NRP, ASM  
President  
Valley Ambulance Services, Inc.

**Daytime  
Phone:** (308) 635-0511

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**Matulka, Denise**

---

**Subject:** FW: Heartland Expressway Comment

Dear Jerry Schumacher

Thank you for taking the time to consider and comment on the information presented in the Heartland Expressway Corridor Development and Management Plan. This planning study presents a high level identification of important issues for the Heartland Expressway Corridor, and uses a possible 20 year construction scenario to determine a cost benefit relationship.

Currently, the Department of Roads is actively performing engineering and environmental analysis activities for the portion of the Heartland Expressway on US-385 from the L62A Junction to Alliance, as identified in the Nebraska Surface Transportation Program Book. Funds to construct this project include federal funds as well as state funds provided through the Build Nebraska Act. The Department is preparing a strategy to assess its statewide capital improvement needs which may include future projects on the Heartland Expressway Corridor.

Your concerns regarding the potential 'relief route' at Chadron will be documented for future reference. As commented in the study (Chapter 2.2.1, page 36), there are currently no plans for relief routes. We identified the potential relief route along the south side of Chadron because of the suburban nature of the existing segment. When development of this segment becomes our priority, the public involvement process will be re-started to better determine the needs and desires of the community.

Again, thank you for providing your input and comments on the Heartland Expressway Corridor Development and Management Plan.

Sincerely,

Randall Eldorado  
Planning & Project Development  
Nebraska Department of Roads

---

**From:** [jschu@bbcwb.net](mailto:jschu@bbcwb.net) [<mailto:noreply+4dfd9cad48c10110@formstack.com>]

**Sent:** Thursday, May 29, 2014 1:57 PM

**To:** Pester, Jim

**Subject:** Heartland Expressway Comment



## Formstack Submission for form Heartland Expressway Comment

*Submitted at 05/29/14 1:56 PM*

**Name:** Jerry Schumacher

**Email:** [jschu@bbcwb.net](mailto:jschu@bbcwb.net)

**Comments:** The DOR has been circumvent and non-committal throughout this lengthy effort regarding any

development or realignment outside existing rights-of-way. This document is no exception. As a Dawes county resident who, along with 14 other families, lives on Goffena Road southwest of Chadron, I and my neighbors are concerned about the possibility of routing a "relief route" that would have negative affects on our quality of life and property values. Currently, the existing routes of highways 20 and 385 and our properties are separated by distance and topography, which minimizes noise and light pollution. The Plan does not address relief routes but earlier discussions indicated that there could be a route that would leave highway 385 and angle toward the junction of 385 and 20 to the west of Chadron. If this would be the case, I suggest that the relief route leave 385 south of Chadron NO FARTHER SOUTH than the Goffena Road intersection. This does two things: 1. it would bring traffic closer to Chadron along with the potential economic benefits, and 2. it maintains the ridge of hills between the majority of the Goffena Road Community and the noise and lights associated with the highway. It makes little sense to plan for a short section of the Heartland Express to be a two lane highway as the Plan indicates. This is short-sighted and unsafe. Travelers should not be expected to adjust to two-way traffic for such a short distance. Since South Dakota will have their section to the Nebraska border completed as a four lane by this year, and it will be four lanes to Alliance from the south, leaving two-lane, two-way traffic in the middle is not acceptable.

Thank you for the opportunity to comment.  
Jerry Schumacher

**Daytime  
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**Matulka, Denise**

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**Subject:** FW: Heartland Expressway Comment

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**From:** Eldorado, Randy  
**Sent:** Monday, June 16, 2014 8:39 AM  
**To:** 'jcwright69337@yahoo.com'  
**Cc:** Oie, Mary Jo  
**Subject:** FW: Heartland Expressway Comment

Mr. Wright – Thank you for taking the time to review the Corridor Development and Management Plan for the Heartland Expressway in Nebraska. Your comments are appreciated and carefully considered.

The issue raised in your comment regarding the location of highway improvements will not be determined until such time funding is identified and available. If and when that occurs, engineering and environmental studies will be performed to identify areas where roadway improvements will have the least damaging effect on the natural and human environment. Public meetings will be held at this time in the vicinity of the project to provide you the opportunity to review and comment on design alternatives being considered. Every attempt will be made to select a highway improvement alternative that avoids or minimizes impacts to the natural and human environment.

All Nebraska transportation projects, including those on the Heartland Expressway, compete for available state and federal funds. The Department of Roads is developing a process to select projects for funding, which includes funding made available through the Build Nebraska Act. The Heartland Expressway is designated as a High-Priority Corridor, and as such, meets the requirements for Build Nebraska Act funding.

Thank you for your comments and input on this important study of the Heartland Expressway Corridor and for valuing Nebraska's transportation system.

Randall J. Eldorado, P.E.  
Planning & Project Development Division  
Nebraska Department of Roads  
Phone No. (402)479-4778

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**From:** "jcwright69337@yahoo.com" <noreply+1fe42ea930a31ffa@formstack.com>  
**Reply-To:** "jcwright69337@yahoo.com" <jcwright69337@yahoo.com>  
**Date:** Friday, May 30, 2014 10:22 AM  
**To:** Jim Pester <jim.pesther@nebraska.gov>  
**Subject:** Heartland Expressway Comment



## Formstack Submission for form Heartland Expressway Comment

*Submitted at 05/30/14 10:22 AM*

**Name:** James Wright

**Email:** [jcwright69337@yahoo.com](mailto:jcwright69337@yahoo.com)

**Comments:** We live on the east side of Hwy 385, three and a half miles south of the intersection of Hwy 20 and 385 in Chadron, NE. On this stretch there are numerous developed properties on this east side of Hwy 385. The west side of the highway is mainly undeveloped ranch ground. When expansion comes to this part of the Heartland Express, we ask that you consider strongly the construction be executed on the more undeveloped (west) side of the highway. Thank you for your consideration.

**Daytime  
Phone:** (308) 432-5105

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