Section 4(f) *De Minimis* Form

May 20, 2015

Project Name	Project Number
McCook to Indianola	NH-6-2(120)

Control No.	Project Location (Town, County, Street)
70879	McCook to Indianola, Red Willow County, Nebraska United States Highway 6 (US-6)

Project Description

This project would resurface 10.89 miles of United States Highway 6 (US-6) located in Red Willow County, starting 0.98 miles east of the east junction of US-6/United States Highway 34 (US-34) and United States Highway 83 (US-83) at mile marker (MM) 87.73, and extending east to MM 98.63, the northeast corporate limits of Indianola. Construction may begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

Short segments of the roadway where bridges are being replaced would be built to New and Reconstruction minimum design standards. The extent of pavement work ahead or beyond the structure to accommodate the replacement would be determined by Roadway Design.

The existing roadway in the rural segment of this project (MM 87.73 – 97.69 and MM 98.27 – 98.63) consists of two 12-foot wide asphalt lanes and 12 to 14-foot wide shoulders, of which 10 to 12 feet is paved with asphalt. The curbed urban section in Indianola (MM 97.69 – 98.27) consists of a 50-foot wide back to back curbed section with two 12-foot wide asphalt lanes.

The improvements on this project, with the exception of the bridge replacements at MM 92.05 and MM 97.61, consist of milling and resurfacing the existing roadway and surfaced shoulders with asphalt, bridge repairs and replacement and removing and replacing guardrail.

Improvements at the bridge replacements consist of replacing the existing structure with a new bridge or concrete box culvert, removing the existing guardrail, grading a safety section (MM 92.05 only), full depth pavement as needed where the existing structure is removed and replacement of the guardrail (MM 97.61 only).

Scope details include:

- Grading beyond the hinge point would be required for the following work:
  - ☐ Culverts
  - ☐ Guardrail
  - ☐ Correction of superelevation (Plus or minus 4 to 5 inches)
  - ☐ Earth shoulder construction
  - ☐ Bridge removal
  - ☐ Turn lanes
  - ☐ Flattening foreslopes and backslopes
  - ☐ Ditch Cleanout

- Removal of old substructure
- Curb and flume construction
- Contractor Access for bridge work
- Relocation of field entrances or drives

- The scope of work at culvert sites on this project includes culvert extensions, construction of drop pipes at backslopes and ditches, construction of new culvert pipes (permanent and temporary), construction of drainage structures and raising parapet walls at box culverts.
- Culverts identified within the fixed lateral obstacle clear zone would be extended or shielded with guardrail.
- Guardrail
  - Remove and replace guardrail with grading beyond the hinge point
- The bridge over River Canyon at MM 92.05 (Structure Number S006 09205) would be removed and replaced with a quintuple concrete box culvert designed to accommodate a future grade raise. Construction of the new box culvert would be phased utilizing a two lane temporary road during construction. The existing guardrail would be removed and a safety section graded at the culvert location.
- The deck on the bridge over Red Willow Creek at MM 93.69 (Structure Number S006 09369) would be repaired prior to resurfacing. The existing east approach slab would be milled and resurfaced. The bridge rails and deck overhang would be repaired and sealed. The expansion joints would be replaced and the existing guardrail would be removed and replaced.
- The bridge over Coon Creek at MM 97.61 (Structure Number S006 09761) would be removed and replaced with a 44-foot clear roadway width bridge. New approaches with grade beam on pile would be constructed. The existing guardrail would be removed and replaced. A contractor access crossing would be required (pipes). A temporary traffic signal would be required for phased construction of the bridge.
- Concrete pavement repairs would be made prior to resurfacing.
- The existing asphalt would be milled prior to resurfacing.
- Asphalt patching operations would be performed prior to resurfacing.
- Existing surfaced driveways and intersections would be resurfaced.
- Rock or gravel would be placed behind driveways and intersections to match the new asphalt.
- Field entrances and drives would be relocated to accommodate construction
- Barrier curb would be constructed between the sidewalk and parking areas where appropriate to restrict encroachment on pedestrian facilities.
- Elevation adjustments to existing manholes and water valve boxes would be required due to construction of Americans with Disabilities Act (ADA) compliant curb ramps.
- Surfacing would be placed under the guardrail.
- The existing earth shoulders would be brought up to match the new asphalt.
- Pavement replacement would be required to accommodate new bridge construction.
- Foreslopes within the segments of reconstruction would conform to minimum design standards for New and Reconstruction projects.
- Project surveying and staking would be required.
- Areas disturbed during construction would be stabilized utilizing methods of erosion control as shown in the Storm Water Pollution Prevention Plan (SWPPP).
- Rumble strips would be constructed on the resurfaced shoulders.
- Because the pavement work is considered to result in an alteration of the pavement in crosswalks, the NDOR would eliminate barriers to access by building curb ramps where required.
- Centerline rumble strips would be constructed.
- Permanent pavement markings would be applied to all new surfacing.
- Additional property rights would be required to build this project.
- Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.
- This project would be constructed under traffic with lane closures controlled with approved temporary traffic control.
- The bridge replacement with a box culvert at MM 92.05 would be constructed one half at a time with a two-lane wide temporary roadway during construction.

Name of Section 4(f) Property (A separate form must be completed for each property with a *de minimis* impact)

Indianola City Park

Official(s) with Jurisdiction

Mr. Brent May, Mayor
City of Indianola
210 North 4th Street
P.O. Box F
Indianola, NE 69034

Total Property Size (in acres)	Permanent Impact (in acres)	Temporary Impact (in acres)
2.07	0.0008	0.002

Property Description

The Indianola City Park is owned by the City of Indianola, a public entity, open to the public year round and is subject to Section 4(f) provisions. The Indianola City Park is located in the western portion of Indianola. Ammenities to the park include a playground, two sheltered picnic areas, a commemorative marker, and green space.

Answer only the questions in the applicable block (A or B). All questions in Block C must be answered.

A. Section 4(f) *De Minimis* Park, Recreation Area, and Refuge Eligibility

If the *de minimis* impact does NOT involve a park, recreation area or refuge, check the N/A below and proceed to Block B.

☐ **N/A**

Will the project adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection?

☐ Yes ☒ No

Have measures been taken to minimize harm to the property? If Yes, explain in the Avoidance, Minimization, and Mitigation Measures box below.

☒ Yes ☐ No

Have *de minimis* public involvement requirements (notice, review, comments, etc.) been completed? If Yes, describe in the Comments box below.

☒ Yes ☐ No

Date(s): 12/10/2015 to 01/11/2016

Did the Official(s) with Jurisdiction concur with the determination of no adverse effect?

☒ Yes ☐ No

Date(s): 03/07/2016

B. Section 4(f) *De Minimis* Historic and Archeological Resource Eligibility

If the *de minimis* impact does NOT involve an historic or archeological resource, check the N/A below and proceed to Block C.

☒ **N/A**

Have measures been taken to minimize harm to the property? If Yes, explain in the Avoidance, Minimization, and Mitigation Measures box below.

☐ Yes ☐ No

Was the effect determination either "no historic properties affected" or "no adverse effect"? *

☐ Yes ☐ No

PQS Date	SHPO Date	THPO Date

* The PQS field will always be filled out. If there is a date in the SHPO or THPO field, this would indicate the entity is the Official with Jurisdiction and they were informed of FHWA's intent to apply *de minimis* via project-specific correspondence. The date in the field would be the date the entity concurred on the Section 106 effect determination. A notation of "N/A" in the field indicates the entity was not the Official with Jurisdiction. "Programmatic" in the SHPO field indicates that a determination of "no historic properties affected" or "no adverse effect" was made for the project per the Section 106 Programmatic Agreement and the *de minimis* notification was provided via letter agreement with the SHPO.

C. Additional Information

Description of Use (Temporary and/or Permanent)

The construction of an ADA compliant curb at the northwest corner of the US-6 and 7th Street intersection would permanently impact approximately 0.0008 acre (approximately 36 sq. ft.) and temporarily impact approximately 0.002 acre (approximately 93 sq. ft.) of the park property.

Avoidance, Minimization, and Mitigation Measures

The park is approximately 2.07 acres, therefore, the total impacts (permanent and temporary) would be approximately 0.1% of the park property. The construction of the curbs would not adversely affect the protected activities, features or attributes of the park either temporarily or permanently. The park would remain open to the public during construction.

Comments

NDOR sent out a targeted mailer and allowed a 30-day comment period. Sixteen (16) comments were received and only one (1) comment addressed the impact to the park and was in favor of the construction of ADA compliant curbs. An example of the targeted mailer and the comments are located in the attached public involvement package.

De Minimis Documentation

Are detailed maps included, showing current and proposed right-of-way, property boundaries, access, and existing and planned property features?

☒ Yes ☐ No

Is documentation of public involvement attached?

☒ Yes ☐ No ☐ N/A (for historic resources)

Is concurrence from the Official(s) with Jurisdiction (and Consulting Parties, for historic properties) attached?

☒ Yes ☐ No

Additional Attachments (If Applicable)

Attachment A - Figures, Attachment B - Letter to the Official with Jurisdiction, Attachment C - Public Involvement Package

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Approval Signatures

The project involves a *de minimis* use of the Section 4(f) property. Harm to the park, recreation land, wildlife or waterfowl refuge, or historic property has been avoided or mitigated to minimize impacts to the qualifying characteristics and/or functions of the resource. Based on the scope of the undertaking, the fact that the undertaking does not adversely affect the function/qualities of the Section 4(f) property on a permanent or temporary basis, and with agreement from the Official(s) with Jurisdiction, the proposed action constitutes a *de minimis* use.

Preparer	**Date:**
	3/25/2016

NDOR Environmental Manager	**Date:**
Jon Barber — Digitally signed by Jon Barber DN: cn=Jon Barber, o=NDOR, ou=Environmental Documents Unit, email=jon.barber@nebraska.gov, c=US Date: 2016.03.29 09:09:00 -05'00'	

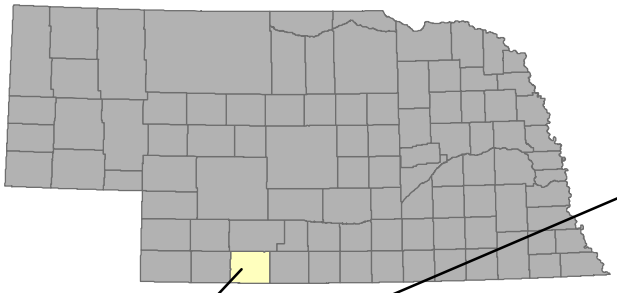
FHWA Environmental	**Date:**
Scott H. Stapp — Digitally signed by Scott H. Stapp DN: cn=Scott H. Stapp, o=FHWA-NE, ou=Nebraska Division, email=scott.stapp@dot.gov, c=US Date: 2016.04.06 11:20:34 -05'00'	

Attachment A

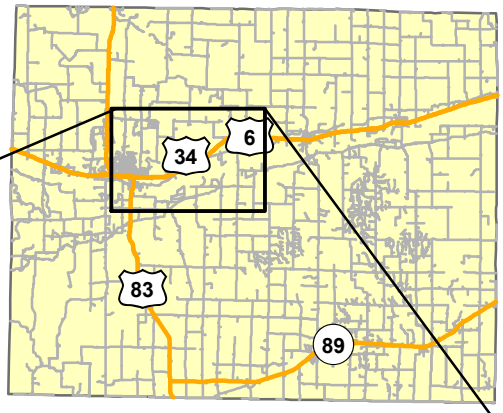
Figures

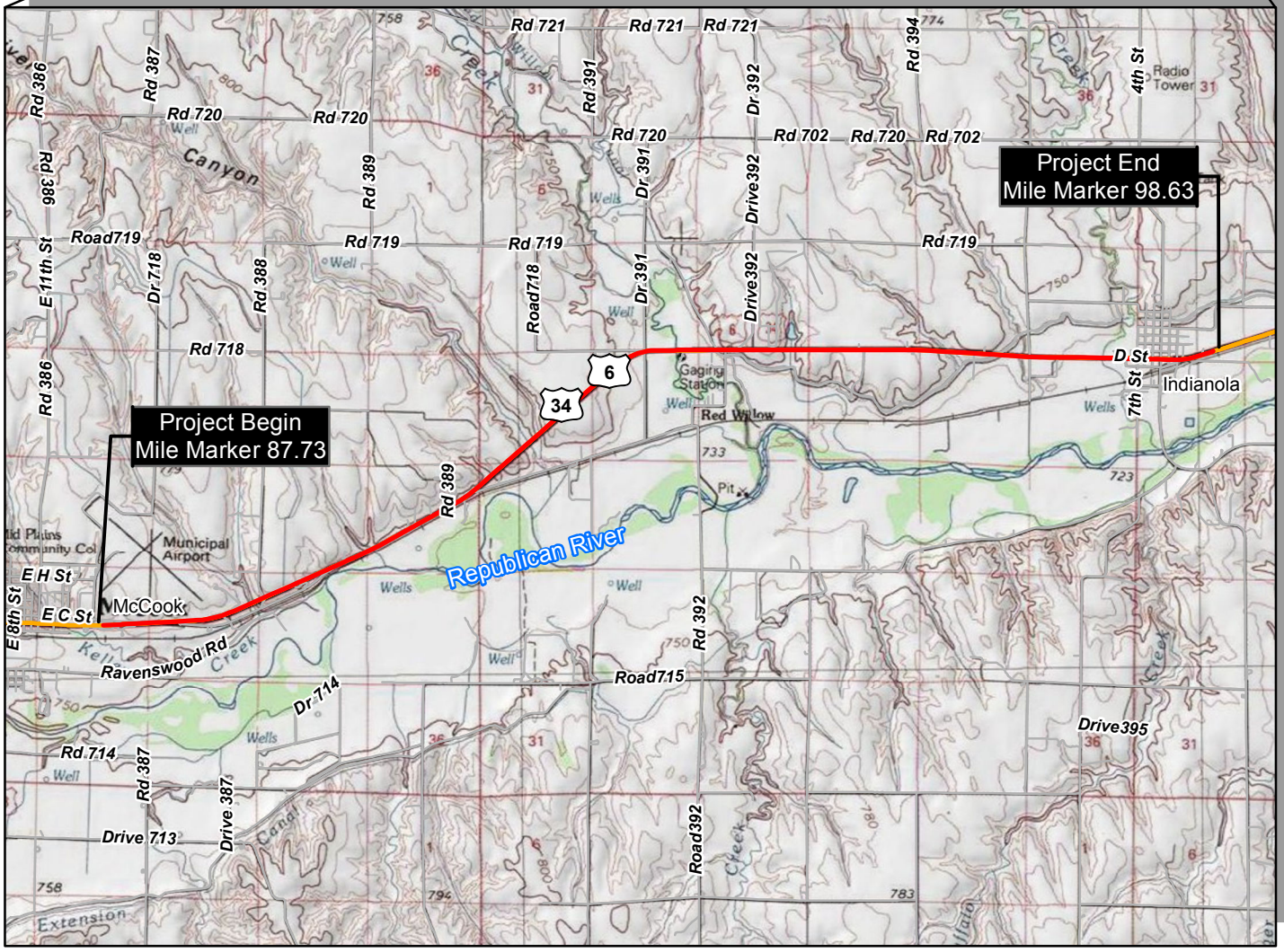
Red Willow County

NEBRASKA



Project Location





Data Source: USGS 7.5 Minute Topographic Map, Red Willow County Mosaic

0 3,500 7,000 Feet

NDOR Nebraska Department of Roads

Legend

Alignment

McCook to Indianola
NDOR Project No. NH-6-2(120)
C.N. 70879
Red Willow County, NE

Location Map
Figure 1

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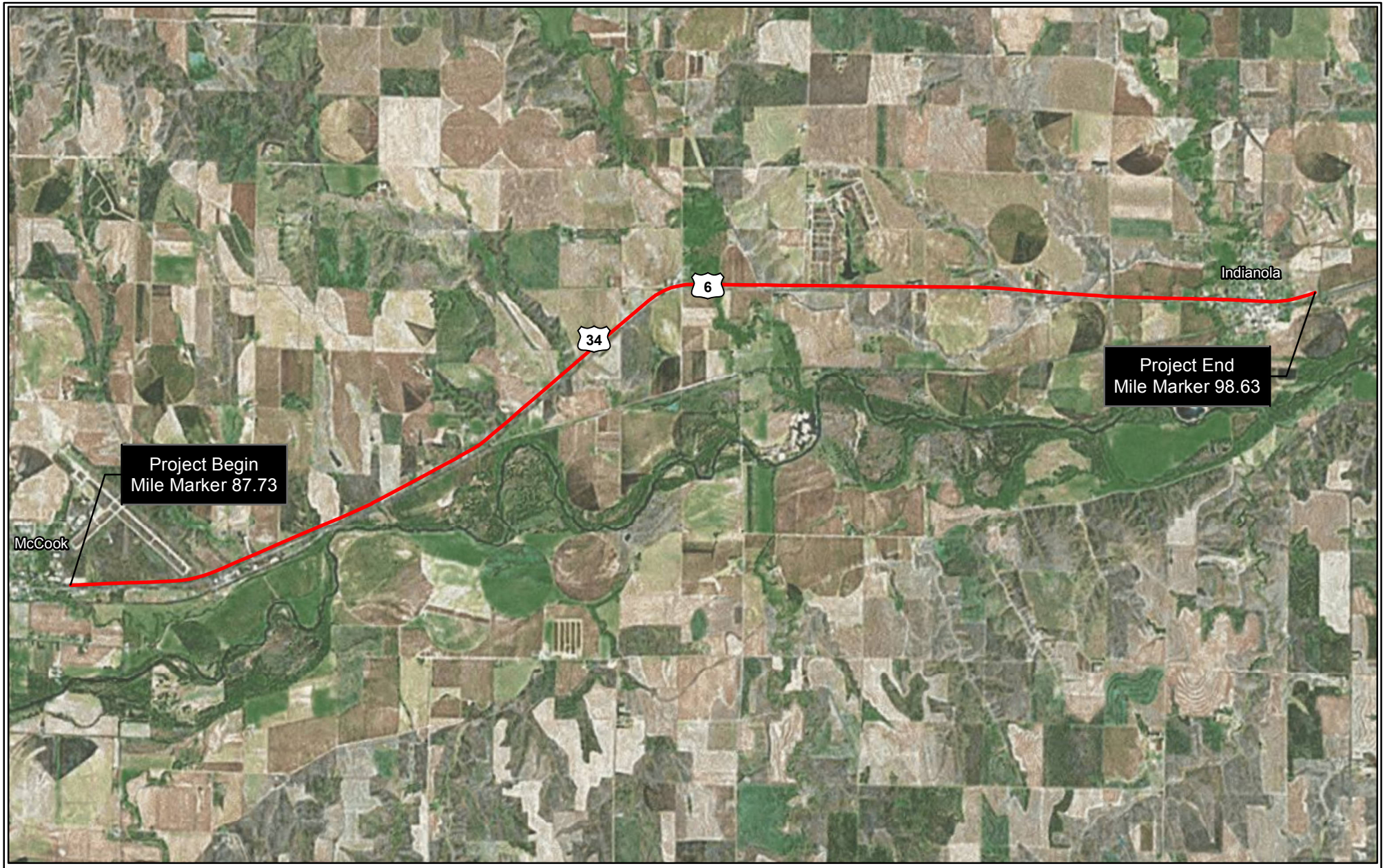

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Data Source: ESRI World Imagery

0 3,100 6,200
Feet

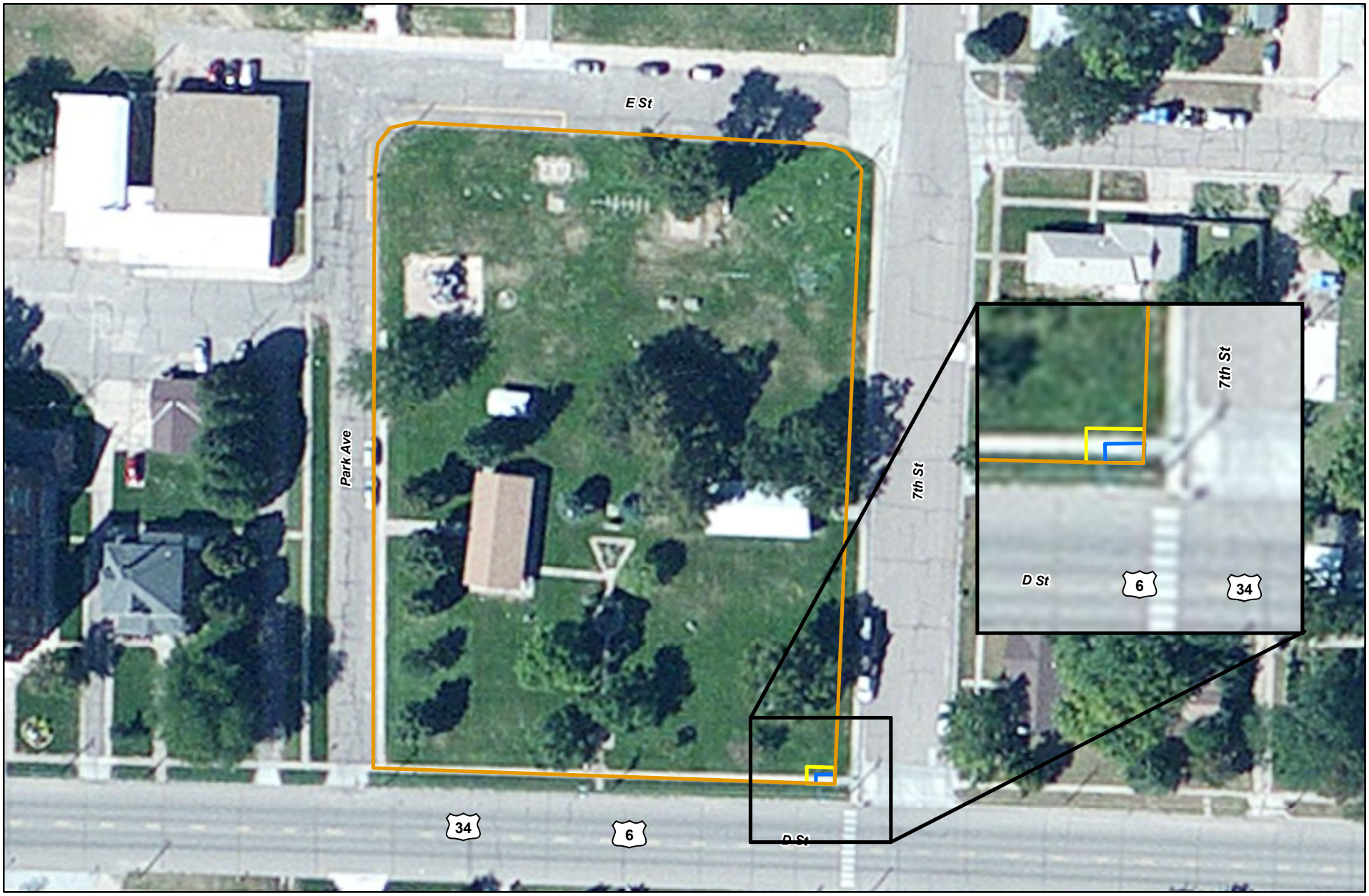
NDOR
Nebraska
Department of Roads

Legend

Alignment

McCook to Indianola
NDOR Project No. NH-6-2(120)
C.N. 70879
Red Willow County, NE

Site Map
Figure 2



Coordinate System: NAD 1983 UTM Zone 14N

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Data Source: ESRI World Imagery

0 30 60 Feet

NDOR Nebraska Department of Roads

Legend

- Indianola City Park
- Temporary Right-of-Way
- Permanent Right-of-Way

McCook to Indianola
NDOR Project No. NH-6-2(120)
C.N. 70879
Red Willow County, NE

Section 4(f) Map
Figure 3

Attachment B

Letter to the Official with Jurisdiction

Pete Ricketts
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.roads.nebraska.gov

February 11, 2016

Mr. Brent May, Mayor
City of Indianola
210 North 4th Street
P.O. Box F
Indianola, NE 69034

Re: Section 4(f) *De Minimis* Determination Concurrence for Indianola City Park
Nebraska Department of Roads Project – McCook to Indianola
NDOR Project No. NH-6-2(120), Control No. 70879

Dear Mr. May,

This letter is in regards to the Nebraska Department of Roads (NDOR) – McCook to Indianola project located along United States Highway 6 (US-6)/United States Highway 34 (US-34) in Red Willow County, Nebraska (See Figure 1, Attachment A). The proposed project would require temporary and permanent impacts to the Indianola City Park. A brief description of the project is offered below, along with an explanation of the reason for this request under Section 4(f) of the Department of Transportation Act of 1966.

Project Description

This project would resurface 10.89 miles of US-6/US-34 located in Red Willow County, starting 0.98 mile east of the east junction of US-6/US-34 and US-83 at Mile Marker (MM) 87.73, and extending east along US-6 to MM 98.63, the northwest corporate limits of Indianola. Construction may begin and/or end approximately 200 feet ahead or beyond the actual project limits to accommodate transitioning the pavement. Short segments of the roadway where bridges are being replaced would be built to New and Reconstruction minimum standards.

The existing roadway in the rural segment of this project (MM 87.73 – 97.69 and MM 98.27 – 98.63) consists of two 12-foot wide asphalt lanes and 12 to 14-foot wide shoulders, of which 10 to 12 feet is paved with asphalt. The curbed urban section in Indianola (MM 97.69 – 98.27) consists of a 50-foot wide back to back curbed section with two 12-foot wide asphalt lanes.

The improvements on this project, with the exception of the bridge replacements at MM 92.05 (S006 09205) and MM 97.61 (S006 09761), consist of milling and resurfacing the existing roadway and surfaced shoulders with asphalt, bridge repairs and removing and replacing guardrail.

Improvements at bridge replacement locations consist of replacing the existing structure with a new bridge or concrete box culvert, removing the existing guardrail, grading a safety section (MM 92.05), full depth pavement as needed where the existing structure is removed and replacement of the guardrail (S006 09761 only).

Section 4(f) Resources

Section 4(f) of the U. S. Department of Transportation (DOT) Act of 1966 provides special protection of certain properties such as publicly owned parks, recreation areas, wildlife and waterfowl refuges, and any publicly or privately owned historic sites. The Federal Highway Administration (FHWA) is required to give special consideration to any properties identified as meeting this definition.

The Indianola City Park is owned by the City of Indianola, a public entity, open to the public year round and is subject to Section 4(f) provisions. The Indianola City Park is located in the western portion of Indianola. Ammenities of the park include a playground, two sheltered picnic areas, a commemorative marker, and green space. The park is located directly to the south of Southwest Elementary School and east of St. Catherine's Catholic Church and Rectory.

Section 4(f) Analysis

The FHWA, in cooperation with the Official with Jurisdiction over the property (City of Indianola), is responsible for making decisions related to Section 4(f) compliance. Title 23, Part 774.3 of the Code of Federal Regulations (CFR) provides for Section 4(f) approval by FHWA. As relevant to this project, one of the approvals outlined under Part 774.3(b) includes determination that the use of land from the property would have a *de minimis* (minor) impact (as defined in § 774.17) on the property. There are three conditions that must be met for this project to qualify for a *de minimis* impact decision under Section 4(f). These three conditions and how they have been addressed for this project are as follows:

Condition 1) *"The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization and mitigation or enhancement measures incorporated into the project, does not adversely affect the protected activities, features, or attributes of the property, on either a temporary or permanent basis".*

The construction of an Americans with Disabilities Act (ADA) compliant curb at the northwest corner of the US-6 and 7th Street intersection would permanently impact approximately 0.0008 acre (approximately 36 sq. ft.) and temporarily impact approximately 0.002 acre (approximately 93 sq. ft.) of the park property. The park is approximately 2.07 acres, therefore, the total impacts (permanent and temporary) would be 0.1% of the park property. The construction of the curbs would not adversely affect the protected activities, features or attributes of the park either temporarily or permanently. The park would remain open to the public during construction.

Condition 2) *"There must be a documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions."*

Roadway improvements would include resurfacing of US-6/US-34 and the construction of ADA compliant curbs through the city. By signing this document, the City of Indianola would concur that they are in agreement that the construction of the ADA ramps would not adversely affect the protected features, attributes, and resources of the Indianola City Park (the Section 4(f) resource).

Condition 3) *"The public has been afforded the opportunity to review and comment on the effects of the project on the activities, features, and attributes of the Section 4(f) resource."*

NDOR provided the public an opportunity to comment on the proposed project and the *de minimis* use of the Indianola City Park via a targetted mailer on December 8, 2015. The mailer included a project information packet with legal notice of a 30 day comment period. NDOR received sixteen (16) comments during this time; only one comment pertained to the park and was in favor of the project. Comments are available in Attachment C.

Request for Concurrence

NDOR is requesting the City of Indianola, as the official with jurisdiction over the Indianola City Park, to concur that the proposed project would not adversely affect the protected features, attributes, or resources of the Indianola City Park. NDOR has concluded that the proposed McCook to Indianola project would have only minor impacts to the Section 4(f) resource. Please acknowledge your concurrence by signing on the appropriate line below.

If you have any questions, please contact me at (402) 479-4412.

Sincerely,

Jon Barber
Highway Environmental Program Manager
Planning and Project Development Division

Attachments include:

Attachment A – Figures
Attachment B – Photo Log
Attachment C – Comments

xc: Melissa Maiefski, FHWA

Brent May
Mayor

03/07/2016
Date

Attachment C

Public Involvement Package

To: NDOR Environmental
From: Sarah Kugler, Public Involvement Manager, NDOR
Date: 22 March 2016
RE: Public Involvement Summary Report, NH-6-2(120), McCook - Indianola, CN 70879

Public Involvement Summary Report for Targeted Mailer: NH-6-2(120), McCook - Indianola, CN 70879

Based on an analysis of the project scope and a civil rights analysis, a targeted mailer in the form of a project information packet, legal notice, website, and a 30-day comment period were used as outreach tools for public involvement on this project. The project information packet involved mailing a project information sheet and prepaid postage comment sheet to a distribution list of 185 citizens and businesses adjacent to US-6 from MM 87.73 to MM 98.63. A total of 87 public and private agencies with potential interest in the project were also included in the distribution list. Legal notices were placed in *McCook Gazette* and *Indianola News,* Nebraska Press Association recognized newspapers, on December 10, 2015 and December 24, 2015. Project information was placed on the NDOR website.

NDOR Public Involvement received 16 comments during the specified comment period (December 10, 2015 – January 11, 2016), outlined below.

COMMENT	RESPONSE
Previous property owners adjacent to project no longer own property. Listed new property owners.	Will update records.
Property owners adjacent to project inquired how project would affect business due to parking.	Portion of project within City limits would consist of milling and resurfacing between the curbs, and work associated with building curb ramps There would not be any changes to the existing parking configurations.
Citizen adjacent to project states road and bridges are fine. Travels road frequently. Why not save the money?	Pavement distresses present on this section highway are significant enough to warrant rehabilitation. In order to preserve the highway, highway needs to be resurfaced. Due to age and condition of bridges, replacement is most cost effective solution.
Citizen adjacent to project supports project.	Appreciates input.
Citizen adjacent to project inquired about easements, affect to property, and speed zones.	Plans do not include involving the property. No plans to obtain additional easements at said location. Speed zones and signing in Indianola were reviewed in 2014. Based on the review, no changes to the signing were recommended at that time.
Local agency supports project. Would like passing lanes and no parking within Indianola to be part of project. Difficult to see around parked cars. Traffic does not realize it is a two lane road not a 4 lane	Project has been reviewed based on documented crash history, operations, and other factors. No changes to add turn lanes or remove parking through City recommended per review. Provided

road. Could improve safety for school buses that turn off highway to school.	comment and copy of response letter to mayor.
Citizen adjacent to project supports project.	Appreciates input.
Highway Commissioner states passing lanes should be considered on hills between McCook and Indianola.	Project is scoped as an asset preservation project to be built to 3R Standards. Have performed an analysis to determine if criteria for passing lanes are warranted. Reviewed 14 locations along this segment of highway. Adding a climbing lane for an upgrade on a two-lane highway can offset the decline in traffic operations caused by the combined effects of the grade, traffic volume, and heavy vehicles. On highways of lower volumes, only an occasional car is delayed, and climbing lanes, although desirable, may not be justified economically even where a critical grade is exceeded. Cited 3 criteria reflecting economic considerations to justify climbing lane from AASHTO Green Book. Curves do not meet criteria for adding climbing lane. No crash patterns or high crash rates were noted near these locations based on updated crash reviews.
State agency has no conflicts or facilities in area except within City of McCook.	Appreciates input.
Business owner adjacent to project supports project. Request small of sidewalk if removed where there are handprints and dates.	Plans at location of business include removing and replacing sidewalk. Project manager should be in touch regarding specifics.

Meeting Log with District Engineer

Property owner adjacent to project owns land adjacent to the River Canyon Bridge inquired about plans for the bridge. District engineer stated bridge would be replaced with concrete box culvert. Property owner stated culvert would not be large enough. District engineer explained the process of deciding whether to build a bridge or a culvert and said that it was designed to handle a 100-year flood. Property owner drives equipment and trucks under the bridge to get to his property, and asked that the design be changed to a bridge. District engineer explained advantages of box culvert over a bridge and stated intention to keep current design because it's in public's best interest. Discussed proposed ROW taking and reviewed the plans for area of project near property owner. Provided property owner ROW sheets and aerial photo sheets from plans. Told property owner that property could be staked at the time of negotiations if desired and to let the Negotiator know.

Issues with plan to replace bridge with box culvert. Would like name of hydrologist and results of determination. Uses passage under bridge. Using highway would be dangerous. Culvert size would eliminate movement of equipment and make it difficult to move cattle for emergency medical treatment. Requested to have at least one passage approximately double wide and a bit higher but did not appear to be considered. Feels bridge structure is sound. Questions if it would be cheaper to build culvert than to build or repair bridge due to other variables. Would like to see estimates of both options. Has witnessed violent flooding. Debris would unlikely be able to pass through culvert. Has it been considered the time and expense that the state may incur to clear this debris away to allow flood water to continue to pass or remove after the flood water recedes? Water marks on bridge pillars indicate 8 to 10 feet of water. Would state be responsible for damages caused since I have expressed these concerns timely? Please retain concerns. Would like to meet onsite with senior engineer and to show basis for concern. Public hearing may be beneficial. Would like to further comment after comment period. Provided contact information.	**Meeting Log with District Engineer** Engineer and bridge team met with property owners at bridge site. Property owners outlined concerns. Team explained thought process in deciding what to do at this location (do nothing, rehab existing bridge, build CBC or bridge on this vertical alignment, build a new structure on a new vertical alignment). Team explained they want to be good stewards of the public's money and that is why the CBC using the existing vertical alignment was chosen. CBC will likely last 75-100 years and can be extended in the future to upgrade to the more desirable alignment if crash data or other reasons warrant. Money spent rehabbing the existing bridge would only buy time and the structure would have to be torn down to upgrade the alignment. A new bridge built on this alignment would be money wasted if modifications to alignment were needed in future. Property owners asked about increasing the size of one cell of the CBC. Team had these figures at hand (60% increase in cost) and said they couldn't justify that additional cost just to serve one landowner. Property owners feel having to drive on the highway vs. crossing under the bridge was a safety hazard. Team asked if adding second field entrance across from current one on north side would alleviate concerns. Owners indicated an interest but did not feel it eliminated their concerns. Could be offered at negotiations. Also offered to provide a permit to use the new structure as a cattle pass upon completion of the project. Bridge team explained how we choose the size and structure type based on a hydraulic analysis. Property owners assert that debris would clog the CBC and cause flooding. This channel has very few trees visible up-stream. Team said they would be happy to meet again if there were concerns during the project and left contact information.

Property owner adjacent to project is concerned with replacing bridge with box culvert. Doesn't find five box culverts a good idea for access reasons and taxpayers. Property owner's farming operations utilize the current bridge as a means to move equipment and commodities and avoid highway. Feel safer going through canyon. Don't believe culverts would be big enough for equipment or livestock. Would restrict the usage of the pasture land on the south side of the highway as there is no water source on that portion of the property. Concerned with volume of water that comes down canyon and debris and residue could wash down and plug culverts. There are trees that could move downstream when water flows. Farm ground used to produce hay and could clog culvert. Livestock could be washed downstream. Mentioned no-till and minimum-till farming practices being utilized. Doesn't believe anyone understand that the potential for flooding. Mentioned previous floods. If bridge wasn't there ,debris would be lodged against or inside of the proposed culverts and eventually dammed up and stopped the water. Would damage pasture and destroy it and the irrigation and stock wells. Concerned with cost of replacing versus rehabilitating bridge.	**Meeting Log with District Engineer** Engineer and bridge team met with property owners at bridge site. Property owners outlined concerns. Team explained thought process in deciding what to do at this location (do nothing, rehab existing bridge, build CBC or bridge on this vertical alignment, build a new structure on a new vertical alignment). Team explained they want to be good stewards of the public's money and that is why the CBC using the existing vertical alignment was chosen. CBC will likely last 75-100 years and can be extended in the future to upgrade to the more desirable alignment if crash data or other reasons warrant. Money spent rehabbing the existing bridge would only buy time and the structure would have to be torn down to upgrade the alignment. A new bridge built on this alignment would be money wasted if modifications to alignment were needed in future. Property owners asked about increasing the size of one cell of the CBC. Team had these figures at hand (60% increase in cost) and said they couldn't justify that additional cost just to serve one landowner. Property owners feel having to drive on the highway vs. crossing under the bridge was a safety hazard. Team asked if adding second field entrance across from current one on north side would alleviate concerns. Owners indicated an interest but did not feel it eliminated their concerns. Could be offered at negotiations. Also offered to provide a permit to use the new structure as a cattle pass upon completion of the project. Bridge team explained how we choose the size and structure type based on a hydraulic analysis. Property owners assert that debris would clog the CBC and cause flooding. This channel has very few trees visible up-stream. Team said they would be happy to meet again if there were concerns during the project and left contact information.
Phone log with District Engineer Citizen adjacent to project inquired on consideration of truck climbing lanes. Citizen sometimes follows trucks but is reluctant to pass large vehicles.	Reviewed multiple locations in project area for climbing lanes. Reviews specific criteria including traffic flow rates as well as the reported crash records to justify building climbing lanes. Locations did not meet criteria.

State agency stated the permits that would be required. Listed contact information.	Will coordinate with agency.
Meeting log with District Construction Engineer Citizen stated concerns about passing zones. Understands limitations of regulations but requests consideration of adding turning/passing lanes or adjusting grade to improve passing sight distance. Voiced concern that there was not a place to pass. District construction engineer stated that comments would be taken into consideration but the current project as programmed doesn't show warrants for those modifications. Told citizen comment would be passed on for review. Citizen just wanted to make aware.	Project is scoped as an asset preservation project to be built to 3R Standards. Have performed an analysis to determine if criteria for passing lanes are warranted. Reviewed 14 locations along this segment of highway. Adding a climbing lane for an upgrade on a two-lane highway can offset the decline in traffic operations caused by the combined effects of the grade, traffic volume, and heavy vehicles. On highways of lower volumes, only an occasional car is delayed, and climbing lanes, although desirable, may not be justified economically even where a critical grade is exceeded. Cited 3 criteria reflecting economic considerations to justify climbing lane from AASHTO Green Book. Curves do not meet criteria for adding climbing lane. No crash patterns or high crash rates were noted near these locations based on updated crash reviews.

December 8, 2015

Name
Address
Address

NDOR Project:
NH-6-2(120) *McCook – Indianola*; C.N. 70879

Dear Citizen:

Enclosed is information concerning the proposed transportation improvement project on U.S. Highway 6 (US-6).

The Nebraska Department of Roads (NDOR) is planning the resurfacing of a portion of US-6, which would include the removal and replacement of two bridge structures. The proposed construction could begin as early as fall of 2016 with completion by the fall of 2017. The proposed project would be constructed under traffic with lane closures controlled with approved temporary traffic control. Temporary roads and shoulder widening would be used to accommodate traffic during the proposed reconstruction of the two bridge structures.

This project would require the acquisition of additional property rights for construction throughout the project area, including new right-of-way, temporary easements, and control of access. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements. Impacts to Indianola City Park are anticipated due to the proposed acquisition of new right-of-way and temporary easements from the park. The proposed right-of-way would be used for the construction of ADA compliant curb ramps and would not interfere with the amenities of the park. Impacts to wetlands are also anticipated.

NDOR is currently seeking public input on the proposed project. A comment sheet with pre-paid postage is included. The comment period will run through January 11, 2016. A project information sheet and map are included with this letter. Additional information regarding the project may be found on the NDOR website at www.roads.nebraska.gov/projects/future-projects/ by clicking on the “McCook - Indianola” link, or by contacting the NDOR District 7 office at (308) 345-8490.

NDOR understands that roadway construction may cause temporary inconvenience and hardships, but we are dedicated to improving Nebraska’s highway system. With your help we can achieve this goal.

Sincerely,

Sarah R. Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PROJECT INFORMATION SHEET

As of December 2015

NH-6-2(120); C.N. 70879

MCCOOK - INDIANOLA

LOCATION: The proposed project would involve approximately 10.89 miles of U.S. Highway 6 (US-6) located in Red Willow County. The project would start 0.98 mile east of the east junction of US-6/U.S. Highway 34 and U.S. Highway 83, at mile marker (MM) 87.73, and would extend east to MM 98.63 at the northeast corporate limits of Indianola. Construction would begin and/or end approximately 200 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

PURPOSE AND NEED: The purpose of the proposed project is to preserve the US-6 transportation asset, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public. The need for the project is based on the condition of the existing roadway and bridge structures.

SCOPE OF WORK: Proposed improvements on this project would include milling and resurfacing the existing roadway and surfaced shoulders with asphalt. The bridge structure located over Coon Creek at MM 97.61 would be removed and replaced. The bridge structure located over River Canyon at MM 92.05 would be removed and replaced with a concrete box culvert. Additional work would include removing and replacing guardrail.

TRAFFIC VOLUMES:

US-6 **MM 87.73 – MM 98.63**

Year	2017	2027	2037
Vehicles Per Day (ADT)	**3875**	**4105**	**4340**
% Heavy Trucks	**12%**	**12%**	**12%**

CONSTRUCTION SCHEDULE: Construction is tentatively scheduled to begin fall of 2016 with completion by the fall of 2017.

ACCOMMODATION OF TRAFFIC: The proposed project would be constructed under traffic with lane closures controlled with approved temporary traffic control. Temporary roads and shoulder widening would be used to accommodate traffic during the proposed reconstruction of the two bridge structures.

RIGHT-OF-WAY: The proposed project would require the acquisition of additional property rights for construction throughout the project area, including new right-of-way, temporary easements, and control of access. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

POTENTIAL IMPACTS: Impacts to Indianola City Park are anticipated due to the proposed acquisition of new right-of-way and temporary easements from the park. The proposed right-of-way would be used for the construction of ADA compliant curb ramps and would not interfere with the amenities of the park. Impacts to wetlands are also anticipated.

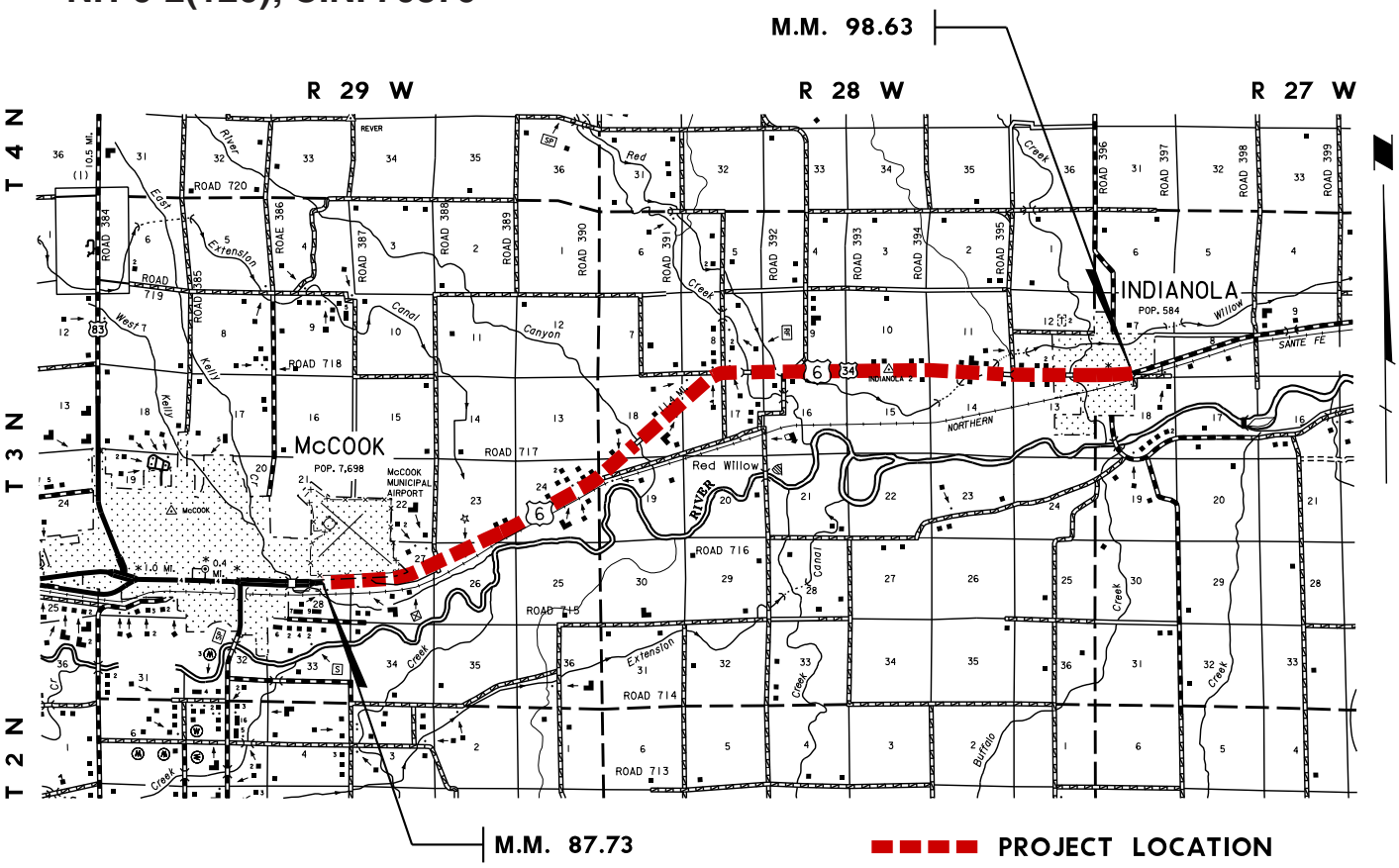
ESTIMATED COST: The cost of the proposed project is approximately $10.8 million and would derive from federal and state funding sources.

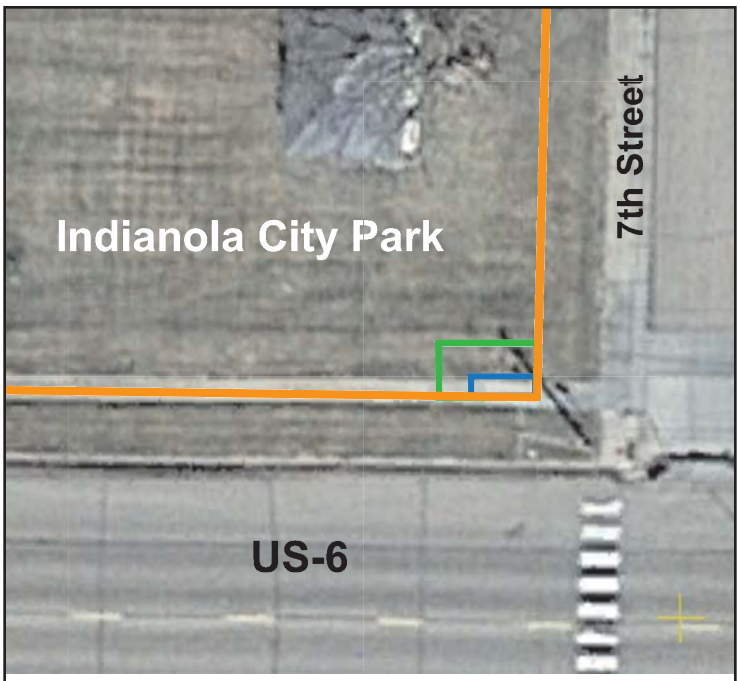
McCook – Indianola

NH-6-2(120); C.N. 70879

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads





Existing right-of-way
Proposed right-of-way (temporary easement)
Proposed right-of-way (permanent easement)

PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE

Send comments to:

NDOR Public Involvement
Sarah Kugler
P.O. Box 94759; 1500 Hwy. 2
Lincoln, NE 68509-4759
402-479-4871
sarah.kugler@nebraska.gov

For more Information:

NDOR District 7 Engineer
Kurt Vosburg
619 Auditorium Dr.
McCook, NE 69001-3569
308-345-8490
kurt.vosburg@nebraska.gov

www.roads.nebraska.gov

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U.S. Department of Transportation
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PUBLIC COMMENT SHEET

NDOR District Seven Public Involvement

NH-6-2(120) McCook – Indianola; C.N. 70879

Please submit your written comments by January 11, 2016.

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

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

(Please Print)

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

(Fold here)

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UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO 1181 LINCOLN NE

POSTAGE WILL BE PAID BY ADDRESSEE

ATTN: **Public Involvement**
NEBRASKA DEPT OF ROADS
PO BOX 94759
LINCOLN NE 68509-9983

(Fold here)

(Tape closed - Do not staple)

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District Seven Public Involvement

NH-6-2(120) McCook – Indianola; C.N. 70879

Please submit your written comments by January 11, 2016.

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Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

We no longer own this property.
New owners are

Chet Graham
71804 Rd 391
McCook, Ne 69001

Thanks
Lowe Vontz

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

(Please Print)

Name:
Address:
City, State, Zip:
Phone:
Email:

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Steve Vontz
802 W 10th St
Mccook, NE 69001-2915

NORTH PLATTE NE 691
30 DEC 2015 PM 3 L

State of Ne.
Dept of Roads
1500 Hwy 2 Box 94759
Lincoln Ne 68509-4759

68509$4759 B002

Atten Sarah R. Kugler

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

Steve Vontz
802 West 10th St
McCook NE 69001-2915

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Mr. Vontz:

The Nebraska Department of Roads appreciates your input in regard to the McCook - Indianola project. Thank you for the information regarding the new residents. We will be sure to update our records.

Thank you for your participation.

Sincerely,

Sarah R. Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District Seven Public Involvement

NH-6-2(120) McCook – Indianola; C.N. 70879

Please submit your written comments by January 11, 2016.

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NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

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We currently own property along the planned project; 510 D St - Indianola. Our concern is any changes to the highway that may affect or alter our business at said property. Currently the only parking we have is in front of the building (along the highway); Any turning lanes etc could affect our ability to run a business.

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

(Please Print)

Name: Michael E & Kathrine R Foster
Address: 408 3rd Street
City, State, Zip: Indianola, NE 69034
Phone: 308 364-2671
Email:

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

Michael E & Katherine R Foster
408 3rd Street
Indianola NE 69034

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Mr. and Ms. Foster:

The Nebraska Department of Roads appreciates your input in regard to the McCook - Indianola project. The portion of the project within the City limits would consist of milling and resurfacing between the curbs, and work associated with building curb ramps to current federal and state standards at the intersections. There would not be any changes to the existing parking configurations as a result of the project.

Thank you for your participation.

Sincerely,

Jacqueline Baird

Jacqueline Baird, P.E.
Nebraska Department of Roads
(402) 479-4625
jacqueline.barid@nebraska.gov

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District Seven Public Involvement

NH-6-2(120) McCook – Indianola; C.N. 70879

Please submit your written comments by January 11, 2016.

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Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

The road and the bridges are fine now.
I travel this road 5-10 times week.
why not just save the money?
Thanks

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

(Please Print)

Name: R. Lee Janssen
Address: 71677 Lane 389
City, State, Zip: McCook, NE 69001
Phone: 308 345 3352
Email: muleman69001@gmail.com

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Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

R. Lee Janssen
71677 Lane 389
McCook NE 69001

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Mr. Janssen:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the McCook - Indianola project. NDOR has determined that the pavement distresses present on this section of U.S. Highway 6 are significant enough to warrant rehabilitation. In order to preserve the highway, the highway needs to be resurfaced.

Due to the age and condition of the bridges, replacement is the most cost effective solution for the bridges that would be replaced as part of this project.

Thank you for your participation.

Sincerely,

Jacqueline Baird

Jacqueline Baird, P.E.
Nebraska Department of Roads
(402) 479-4625
jacqueline.barid@nebraska.gov

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District Seven Public Involvement

NH-6-2(120) McCook – Indianola; C.N. 70879

Please submit your written comments by January 11, 2016.

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NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

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GO 4 IT!

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

(Please Print)

Name: NATHAN TREHAL
Address: 3900 S DRIVE 716
City, State, Zip: McCook NE 69001
Phone: 308-345-5878
Email: CREATIVELINES@HOTMAIL.COM

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., *Director*
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Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

Nathan Trehal
39008 Drive 716
McCook NE 69001

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Mr. Trehal:

The Nebraska Department of Roads appreciates your input in regard to the McCook - Indianola project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District Seven Public Involvement

NH-6-2(120) McCook – Indianola; C.N. 70879

Please submit your written comments by January 11, 2016.

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

I live @ 1004 D St. Would this property be involved? Also would I have the easment changed?

The bridge takes a beating, because traffic is braking for the 35 MPH zone, which is destructive to the deck of the bridge. Wouldn't it make sense to move the 35 MPH sign west of the bridge?

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

(Please Print)

Name: Donald R High
Address: 1004 D St.
City, State, Zip: Indianola, NE 69034
Phone: 308-364-2153
Email: donhigh57@gpcom.net

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., *Director*
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Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

Donald R High
1004 D Street
Indianola NE 69034

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Mr. High:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the McCook - Indianola project. The plans do not include involving the property at 1004 D Street. There are no plans to obtain additional easements at that location.

NDOR's Traffic Engineering Division reviewed the speed zones and signing in Indianola in 2014. Based on the review, no changes to the signing were recommended at that time.

Thank you for your participation.

Sincerely,

Jacqueline Baird

Jacqueline Baird, P.E.
Nebraska Department of Roads
(402) 479-4625
jacqueline.barid@nebraska.gov

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Federal Highway Administration

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PUBLIC COMMENT SHEET

NDOR District Seven Public Involvement

NH-6-2(120) McCook – Indianola; C.N. 70879

Please submit your written comments by January 11, 2016.

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Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

This project has been needed for a very long time. The bridge on the west side of Indianola is in terrible shape. There have been times when you could see through the bridge to the creek bottom. The road is rough and has deep tracks from the traffic. In side the city passing lanes and no parking needs to be apart of the improvement. It is difficult to see around parked cars and traffic does not realize it is a two lane road not a 4 lane road. We also have school buses that turn off the highway to the school. This could improve safety.

Glad to know the project is going to happen soon. The inconvenience will be worth the end product.

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

(Please Print)

Name: Indianola Historical
Address: PO Box 338
City, State, Zip: Indianola NE 69034
Phone: 308-364-2318
Email:

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

Indianola Historical
PO Box 338
Indianola NE 69034

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Indianola Historical:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the McCook - Indianola project. The NDOR has reviewed your concerns about added passing lanes and eliminating parking through Indianola. We reviewed documented crash history, highway operations, and other factors on the segment through town. Based upon our review, there was not support to make the requested changes through the City of Indianola. In order to disclose your comments to the city, we have included a copy of your comment and our response to Brent May, Mayor of Indianola.

Thank you for your comment and participation.

Sincerely,

Michael Owen, P.E.
Roadway Design Engineer
Nebraska Department of Roads
(402) 479-4795
mike.owen@nebraska.gov

CC: Mayor, City of Indianola

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

Brent May
210 N 4th St
PO Box F
Indianola NE 69034-0465

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Mr. May:

The Nebraska Department of Roads (NDOR) recently received input in regard to the McCook - Indianola project from Indianola Historical. The comment that was received mentioned the desire for no parking and passing lanes along the route within the City. The comment reads as follows:

> *This project has been needed for a very long time. The bridge on the west side of Indianola is in terrible shape. There have been times when you could see through the bridge to the creek bottom. The road is rough and has deep tracks from the traffic. In side the city passing lanes and no parking needs to be a part of the improvement. It is difficult to see around parked cars and traffic does not realize it is a two lane road not a 4 lane road. We also have school buses that turn off the highway to the school. This could improve safety.*
> *Glad to know the project is going to happen soon. The inconvenience will be worth the end product.*

We've attached a copy of the response that was provided to Indianola Historical. If you have any questions, please do not hesitate to contact us.

Sincerely,

Michael Owen, P.E.
Roadway Design Engineer
Nebraska Department of Roads
(402) 479-4795
mike.owen@nebraska.gov

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District Seven Public Involvement

NH-6-2(120) McCook – Indianola; C.N. 70879

Please submit your written comments by January 11, 2016.

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Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

Finally! The bridge over Coon Creek has holes or has had holes in it that you could see the bottom of the Creek bed! Also the sides of the highway going through Indianola are terrible.
Thank you finally doing this project. We seem to think that we don't matter out here in Western Nebraska.

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

(Please Print)

Name: LLB, LLC Bill Baumbach
Address: Box 338
City, State, Zip: Indianola, NE. 69034
Phone: 308-737-9370
Email: baumbach@gpcom.net

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Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

Bill Baumbach
PO Box 338
Indianola NE 69034

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Mr. Baumbach:

The Nebraska Department of Roads appreciates your input in regard to the McCook - Indianola project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District Seven Public Involvement

NH-6-2(120) McCook – Indianola; C.N. 70879

Please submit your written comments by January 11, 2016.

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NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

NDOR needs to consider passing lanes on the hills between McCook and Indianola.

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

(Please Print)

Name: Greg Wolford
Address: P.O. Box 99
City, State, Zip: McCook, NE 69001
Phone: 308-345-2370
Email: greg@wdesignea.com

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
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Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

Mr. Greg Wolford
PO Box 99
McCook NE 69001

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Mr. Wolford:

I am responding to your comment dated December 14, 2015 regarding the proposed highway improvement project mentioned above.

The McCook to Indianola project is scoped as an asset preservation project to be built to 3R Standards. In your comment, you requested the Nebraska Department of Roads (NDOR) consider adding passing lanes to this project. NDOR has performed an analysis to determine if the criteria for passing lanes are warranted.

We reviewed fourteen locations along this segment of highway for both directions of travel. Adding a climbing lane for an upgrade on a two-lane highway can offset the decline in traffic operations caused by the combined effects of the grade, traffic volume, and heavy vehicles. On highways of lower volumes, only an occasional car is delayed, and climbing lanes, although desirable, may not be justified economically even where a critical grade is exceeded. Based on AASHTO Green Book, Page 3-126 (A Policy on Geometric Design of Highways and Streets), the following three criteria, reflecting economic considerations, should be satisfied to justify a climbing lane:

1. Upgrade traffic flow rate in excess of 200 vehicles per hour
2. Upgrade truck (and/or RV) flow rate in excess 20 vehicles per hour
3. One of the following condition exist:

a. A 10 mph or greater speed reduction is expected for a typical heavy truck
b. Level of service (LOS) E or F on the grade
c. A reduction of two or more level of service is experienced when moving from approach segment to the grade

NDOR determined that none of the curves meet the criteria for adding a climbing lane. In addition to this analysis, no crash patterns or high crash rates were noted near these locations based on our updated crash reviews of the project. We therefore concluded that truck climbing lanes (passing lanes) are not warranted for this project.

The Department of Roads goal is to provide a safe and efficient highway for our public. Your comments are appreciated. I hope this answers any questions you may have had.

Thank you for your participation.

Sincerely,

Syed Ataullah
Assistant Roadway Design Engineer

CC: Khalil Jaber, Deputy Director of Engineering
Kurt Vosburg, District 7 Engineer
Mike Owen, Roadway Design Engineer

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District Seven Public Involvement

NH-6-2(120) McCook – Indianola; C.N. 70879

Please submit your written comments by January 11, 2016.

RECEIVED
DEC 14 2015
COMMUNICATION DIVISION

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

NPPD HAS NO CONFLICTS OR FACILITIES IN THIS AREA. EXCEPT WITHIN THE CITY LIMITS OF MC COOK.

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

(Please Print)

Name: Dave Young (Nebraska Public Power District)
Address: P.O. Box 499
City, State, Zip: Columbus, NE 68601
Phone: (402) 563-5893
Email: djyoung@nppd.com

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

Nebraska Public Power District
Attn: Dave Young
PO Box 499
Columbus NE 68601

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Mr. Young:

The Nebraska Department of Roads appreciates your input in regard to the McCook - Indianola project. Your comments have been received, reviewed by appropriate personnel, and will be taken into consideration on the future development of this project.

Thank you for your participation.

Sincerely,

Sarah Kugler
Public Involvement Manager
Nebraska Department of Roads
(402) 479-4871
sarah.kugler@nebraska.gov

U.S. Department of Transportation
Federal Highway Administration

NDOR
Nebraska Department of Roads

PUBLIC COMMENT SHEET

NDOR District Seven Public Involvement

NH-6-2(120) McCook – Indianola; C.N. 70879

Please submit your written comments by January 11, 2016.

RECEIVED
JAN 11 2016
COMMUNICATION DIVISION

Return to:

Sarah Kugler
NDOR Public Involvement Manager
Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-9983

sarah.kugler@nebraska.gov
(402) 479-4871 Office
(402) 479-3989 Fax

Sarah, Thankyou for the Information on the New Hiway + Bridges! It is Certainly Needed + Will be Nice when Finished!
I think Its great you will update the Access to our City Park! It Looks Good to me!
We have The Hardware Store (Lord's Hardware) At the Corner of 4th + Main St. (102 S. 4th St.).
If that Sidewalk Should be part of the plan to be Replaced, May I Request A Small portion of Hand prints + Dates Be Removed + Reinstalled into New Sidewalk?
We Are A Family Owned business for 134 years and Those Are Our Childrens prints.
Thanks for the Improvements that will hopefully Take place!!
Our Little Town Appreciates It!!

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

(Please Print)

Name: Tim Lord
Address: P.O. Box 190
City, State, Zip: Indianola, NE 69034
Phone: (308) 364-2211
Email: lords@gpcom.net

Written comments submitted to NDOR are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

Tim Lord
PO Box 190
Indianola NE 69034

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Mr. Lord:

The Nebraska Department of Roads appreciates your input in regard to the McCook - Indianola project. Plans at the location of your hardware store include removing and replacing the sidewalk. The Project Manager, Duane Collins, should be in touch with you to discuss specifically how the project would affect the sidewalk adjacent to your store.

Thank you for your participation.

Sincerely,

Jacqueline Baird

Jacqueline Baird, P.E.
Nebraska Department of Roads
(402) 479-4625
jacqueline.barid@nebraska.gov

From:	Kugler, Sarah
To:	Vosburg, Kurt; Ataullah, Syed
Cc:	Baird, Jacqueline; Wilson, Drew; Collins, Duane; Erickson, Grace
Subject:	RE: Citizen Comment - Kent Meyer, CN 70879, Project No. 6-2(120), McCook - Indianola
Date:	Friday, January 08, 2016 4:37:47 PM

Kurt and Syed,

I spoke with Mr. Meyer this afternoon. He expressed the same concerns to me that Kurt outlined below. He will be emailing me his comments this evening, I told him we would review it once received. If you have any questions please, let me know. Thank you.

Sarah

From: Vosburg, Kurt
Sent: Friday, January 8, 2016 3:42 PM
To: Kugler, Sarah <sarah.kugler@nebraska.gov>
Cc: Baird, Jacqueline <Jacqueline.Baird@nebraska.gov>; Wilson, Drew <Drew.Wilson@nebraska.gov>; Collins, Duane <Duane.Collins@nebraska.gov>
Subject: Citizen Comment - Kent Meyer, CN 70879, Project No. 6-2(120), McCook - Indianola

Sarah-

Per our phone conversation and for your records:

Kent Meyer (308-340-6802) came into my office this after to discuss this project. He is the owner of Tract No. 2. This land is adjacent to the River Canyon Bridge at Sta. 728+71 and he inquired what our plans were for the bridge. I said that it would be replaced with a quintuple 12' x 12' concrete box culvert. He said that would not be large enough to handle the water. I explained the process of deciding whether to build a bridge or a culvert and said that it was designed to handle a 100-year flood. He said that he drives equipment and trucks under the bridge to get to his property on the other side. *He asked that the design be changed to a bridge.* I explained again the advantages of a box culvert over a bridge and said that I intended to keep our current design because it was in the public's best interest even if it wasn't in his.

We discussed the proposed ROW taking and reviewed the plans for this area of the project. I provided him ROW sheets and aerial photo sheets from the plans. I told him that if he desired to have the property staked at the time of negotiations to let the Negotiator know and we would gladly do so.

From: Kugler, Sarah
To: Erickson, Grace
Subject: Fwd: McCook-Indianola road project
Date: Tuesday, January 12, 2016 7:58:54 AM

Sarah Kugler
Public Involvement Coordinator
Nebraska Department of Roads
402-479-4871; 402-416-7667
Sent from my iPhone

Begin forwarded message:

From: Kent <meyers.farm@hotmail.com>
Date: January 12, 2016 at 2:28:29 AM CST
To: "sarah.kugler@nebraska.gov" <sarah.kugler@nebraska.gov>
Subject: McCook-Indianola road project

Nebraska Department of Roads Attn. Sarah Kugler and Mr. Kyle Schneweis, director To whom it may concern: I am Kent Meyers my address is 39093 Drive 717 McCook, Nebraska. I own the property on both sides of highway 6-34 where the bridge over river canyon is located @ MM 92.05 Red Willow county, Nebraska. This land has been in my family since the turn of the century. I leased this property beginning in 1960 and then purchased in 1971, so I am very familiar with the history and potential violence of this canyon in times of heavy rainfall. I therefore have very serious concerns with the proposed plan to eliminate this bridge and replace with box culverts. I met with Mr. Kurt Vosburg, district 7 engineer last week regarding this proposal. I was very disappointed that he appeared to have no desire to reconsider the decision to eliminate this bridge. The letter I received from the state regarding this proposal stated it was only a PRELIMINARY PLAN- SUBJECT TO CHANGE. This did not appear to be the case from my experience at the meeting. Again, I have personally witnessed the violence of this canyon following heavy rains many times in my lifetime. (I just had my 70th birthday). Mr. Vosburg appeared to be feel more familiar with this than myself, which I question, since he said he had been here since 1993. He did recall one incident he witnessed when the flood water was bluff to bluff prior to going under the bridge. He said a study had been done by a hydrologist. I would like to have the name of this individual and the results and basis of his determination. We have used the passage under this bridge all these years to move farm equipment and commodities at times rather than risking our safety by moving on the hiway as the visibility is limited due to the hills. The proposed

culverts will totally eliminate this movement of equipment due to the proposed size of these structures. It will also make it very difficult to move cattle through these long dark structures for emergency medical treatment at one of our farmsteads on the other side should the need arise unless they travel through these on a regular basis which may not be the case. There never have been a problem to go under this bridge. I asked Mr. Vosburg if it would be possible to have at least one passage approximately double wide and a bit higher but that did not appear to be even considered. I feel this bridge structure is very very sound and by replacing only the concrete deck completely or where needed would extend the life many years. This is an old well constructed bridge and has not been a high maintenance bridge. It has many years of useful life left. The last record of any major repair or upgrading he had was in 1975. Mr. Vosburg said it would be cheaper to replace with culverts than to repair/rebuild the bridge. This I question due to all the grading expense, temporary detours and also the expense of purchasing many yards of concrete, additional right of way as well as the cost to relocate power lines and property fences. I would cordially ask to see estimates of both options to see the basis of this theory. As stated before I have witnesses the violent flooding and the logs and debris dropped in my field downstream that was able to pass under and through that bridge that would have been highly unlikely to pass through the proposed culverts. Has it been considered the time and expense that the state may incur to clear this debris away to allow flood water to continue to pass or remove after the flood water recedes?? This was never a problem with the bridge. I have personally seen the water marks on the bridge pillars to show the water was 8 to 10 feet deep going under the present bridge at times. If these culverts become a reality and plug with debris and logs causing the water to back up it will damage and possibly destroy many acres of grazing we depend on as well as damaging our irrigation and stock wells located on the property upstream that have not been in danger before. Will the state be responsible for all damages caused since I have expressed these concerns timely? I ask this letter be retained in the permanent files as evidence of my concerns. It seems to me the state should attempt to be more understanding and be a better neighbor to we landowners. I am now requesting a SENIOR engineer from the state as well as the hydrologist mentioned contact me and schedule a meeting with me on site asap to show them my basis for concern and also the debris deposited just more recently on my property below the bridge. Also to see the trees upstream that drop limbs frequently that will effect the said culverts. I intended to forward pictures but feel seeing first hand is important. Maybe a public hearing would be beneficial. Please review my concerns, reconsider and not simply rubber stamp the preliminary plans without further consideration. My son, Jason, also sent comments with similar concerns to be considered. Respectfully Kent Meyers

39093 Drive717 McCook, Nebr. Phone 308 340 6802 The following are some who also echo my thoughts and concerns. Debra Meyers Jeremy Meyers Bambi Meyers Derek Meyers Natalie Meyers I would also like the opportunity to further comment after this date. Thank you for your time. If you have any questions feel free to contact me.

From: Kugler, Sarah
To: Erickson, Grace
Subject: FW: Write the Governor - Jeni Bohlmeyer, Tr. 2 - Meyers, Project No. 6-2(120), CN 70879, McCook - Indianola
Date: Wednesday, March 09, 2016 3:56:52 PM

From: Owen, Mike
Sent: Wednesday, March 9, 2016 3:44 PM
To: Kessler, Tony <Tony.Kessler@nebraska.gov>; Baird, Jacqueline <Jacqueline.Baird@nebraska.gov>; Ataullah, Syed <Syed.Ataullah@nebraska.gov>
Cc: Kugler, Sarah <sarah.kugler@nebraska.gov>
Subject: FW: Write the Governor - Jeni Bohlmeyer, Tr. 2 - Meyers, Project No. 6-2(120), CN 70879, McCook - Indianola

Please file this with the project.

Mike Owen
Planning & Project Development Engineer
402 479-4795

From: Vosburg, Kurt
Sent: Wednesday, March 09, 2016 3:01 PM
To: Jamshidi, Moe
Cc: Traynowicz, Mark; Wilson, Drew; Weinert, Greg; Owen, Mike; Cunningham, Andy
Subject: FW: Write the Governor - Jeni Bohlmeyer, Tr. 2 - Meyers, Project No. 6-2(120), CN 70879, McCook - Indianola

Mark Traynowicz, Kirk Harvey, Drew Wilson, and I met with Kent Meyers and his son Jason at the bridge site this morning. I asked them to outline their concerns for us once again. They were basically the same concerns shared in their Public Comment Sheet, and e-mails to Sen. Hughes & Governor Ricketts. I explained our thought process in deciding what to do at this location (do nothing, rehab existing bridge, build CBC or bridge on this vertical alignment, build a new structure on a new vertical alignment). I explained that we too wanted to be good stewards of the public's money and that is why we chose the CBC using the existing vertical alignment. This CBC will likely last 75-100 years and can be extended in the future to upgrade to the more desirable alignment if crash data or other reasons warrant. Money spend rehabbing the existing bridge would only buy us time and the structure would have to be torn down to upgrade the alignment. Likewise a new bridge built on this alignment would be money wasted if we needed to modify the alignment in the future.

The Meyers' asked again about increasing the size of one cell of the CBC. Mark had these figures at hand (60% increase in cost) and I said we couldn't justify that additional cost just to serve one landowner. In their correspondence, and again today, they mentioned they felt having to drive on the highway vs. crossing under the bridge was a safety hazard. I asked if adding a second field entrance right across from the one they have on the north side would alleviate their concerns, as they would only be on the highway for a matter of seconds. They indicated an interest in this but

did not feel it eliminated their concerns. This is something we can offer at negotiations. I also offered once again to provide a permit to use the new structure as a cattle pass upon completion of the project.

Kirk did a great job explaining how we choose the size and structure type based on a hydraulic analysis. The Meyers' continue to assert that debris will clog the CBC and cause flooding. This channel has very few trees visible up-stream.

We met for 1 ½ hours, the meeting was very cordial, and the Meyer's were nothing but courteous. That being said, I won't be surprised if these issues come up again. They thanked us for coming out to meet them. I said we would be happy to meet again if there were concerns during the project and Drew left a business card with each of them. ROW negotiations are expected to begin in a couple of weeks.

From: Kugler, Sarah
To: Erickson, Grace
Subject: FW: Tract 2 - Meyers, NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact
Date: Thursday, March 17, 2016 1:04:51 PM

From: Vosburg, Kurt
Sent: Thursday, March 17, 2016 1:04 PM
To: Kugler, Sarah <sarah.kugler@nebraska.gov>
Subject: FW: Tract 2 - Meyers, NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact

In case you need this…

From: Vosburg, Kurt
Sent: Thursday, January 21, 2016 11:10 AM
To: Foreman, Dan <Dan.Foreman@nebraska.gov>
Cc: Wilson, Drew <Drew.Wilson@nebraska.gov>; Doyle, Kelly <Kelly.Doyle@nebraska.gov>
Subject: RE: Tract 2 - Meyers, NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact

Thank you Dan!

From: Foreman, Dan
Sent: Thursday, January 21, 2016 10:54 AM
To: Vosburg, Kurt <Kurt.Vosburg@nebraska.gov>
Subject: FW: NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact

Kurt, We could not find anything in our ROW files regarding granting any permissions to use the area below the bridge.

Dan Foreman P.E.
Right Of Way Design Engineer
Nebraska Department of Roads
Right of Way Division
1600 Highway 2
P.O. Box 94759
Lincoln Nebraska, 68509-4759
402-479-3726
Fax (402) 479-3991

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From: Behlen, Kelly
Sent: Friday, January 15, 2016 11:05 AM

To: Foreman, Dan
Subject: RE: NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact

Dan,

Jill Smith and I looked for permit information regarding permission to cross under the highway using the existing bridge and did not find a permit. I've reviewed our title work, as well as deeds and correspondence from the last two road projects, and have found no mention of permission for a crossing. The original highway project was built in 1933. I reviewed our contract and the as-built plans from the 1933 project (owner- Luetta Meyers) and there is no mention of permission to use this bridge as a crossing. The most recent highway project, F-46(10), was completed in 1965. I reviewed our correspondence from the 1965 project (land owner at that time, Luetta Meyers) and there was no mention of permission to cross under the highway either.

Kelly

From: Foreman, Dan
Sent: Friday, January 15, 2016 8:26 AM
To: Behlen, Kelly
Subject: FW: NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact

Dan Foreman P.E.
Right Of Way Design Engineer
Nebraska Department of Roads
Right of Way Division
1600 Highway 2
P.O. Box 94759
Lincoln Nebraska, 68509-4759
402-479-3726
Fax (402) 479-3991

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From: Vosburg, Kurt
Sent: Tuesday, January 12, 2016 8:15 PM
To: Foreman, Dan
Cc: Wilson, Drew
Subject: FW: NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact

Dan-

The complainant below is the son of the owner of Tract No. 2 on this project. Could you review title work and let me know if any permission was granted to cross under the highway using the existing bridge or if there is any permit granting them such a right?

Thanks Dan.

From: Kugler, Sarah
To: Erickson, Grace
Subject: Fwd: NDOR: NH-6-2(120) McCook -Indianola; C.N. 70879
Date: Tuesday, January 12, 2016 7:58:47 AM

Sarah Kugler
Public Involvement Coordinator
Nebraska Department of Roads
402-479-4871; 402-416-7667
Sent from my iPhone

Begin forwarded message:

From: Jason Meyers <rr-er@hotmail.com>
Date: January 11, 2016 at 10:31:45 PM CST
To: "sarah.kugler@nebraska.gov" <sarah.kugler@nebraska.gov>
Cc: DAD <meyers.farm@hotmail.com>, Staci Meyers <stacimeyers94@ymail.com>
Subject: NDOR: NH-6-2(120) McCook -Indianola; C.N. 70879

To whom it may concern:

My name is Jason Meyers and my address is 39021 Drive 716, McCook, NE 69001. I along with my wife, Staci (Vrbas) Meyers, own property adjacent to Nebraska state highway 6 & 34. I would like to use this opportunity to express some concerns with the proposed highway improvement project for this highway, beginning possibly in the fall of 2016 and being completed by the fall of 2017.

My concern is the proposed removal of the bridge over River Canyon at MM 92.05 and replacing it with concrete box culvert(s). The project information sheet received in the mail and the same information advertised on the website www.roads.nebraska.gov/projects/future-projects/ only lists "a" box culvert. However, in a conversation my Dad, Kent Meyers, had with NDOR District 7 Engineer, Kurt Vosburg, it seems there will be 5 of these concrete box culverts in the project. I don't feel this is the best option from both a personal standpoint regarding access and usage as well as a financial standpoint for the taxpayers of the state of Nebraska.

First off, myself and my families farming operation(s) utilize the current bridge as a means to move equipment and commodities from north to south and avoid traversing the highway. River Canyon, is just that, a canyon that sits in the bottom of two fairly large, long hills. When moving equipment and attempting to turn into the canyon at the bottom of these hills, traffic can overtake you very quickly from either direction. By utilizing the current structure and travelling under, we feel it safer than travelling on the highway. I don't believe these culverts will be large enough or kept clean enough from debris to utilize as a way to get from one side of the highway to the other.

Secondly, the current bridge structure allows us to walk livestock under to pasture on both sides or to either farmstead as needed. I do not feel the proposed box culvert(s) as proposed will facilitate this. Whereas the current bridge is an open structure, the box culverts will be long and dark and I doubt livestock will travel through freely. This will restrict the usage of the pasture land on the south side of the highway as there is no water source on that portion of the property.

Another concern is the volume of water that can and has come down this canyon. This canyon feeds from many miles to the north and it all culminates at this bridge. There are thousands acres of range land and farm ground north of this bridge with all the associated possibilities of debris and residue that can wash down and plug these proposed culverts. There are many trees, both still living and already down and dead with branches and limbs that will move downstream when the water flows. The farmground that we have in this basin is primarily used to produce feed for livestock (hay). Should a heavy rain occur when the crop is mature or in the windrow, all of that crop material will move with the water and potentially plug these culverts as proposed. Should the crop be baled, the round bales could float down and do the same. Should the water come unexpectedly and livestock be in the pasture(s) above and in this basin, they too could be washed downstream. Depending on the time of year and amount of the rain, the fields above this actual canyon could feed debris into this due to the no-till and minimum-till farming practices being utilized by many currently.

I have utilized the grazing land on both sides of the highway, owned by my parents, Kent and Debra Meyers, for over 20 years. In that time, I have rebuilt and replaced fences many, many times due to water and debris that has come down in a 'flood'. I'm not sure anyone believes the water and debris would be an issue or create a problem but I don't believe they're fully aware of the potential that is there. I understand the engineers and hydrologists involved in planning and proposing this project cannot prepare or plan for everything but this 'culvert' proposal is not in anyone's best interest. As recently as late July, 2001, we received a heavy rain that created a flood of water that, in my opinion, these culverts would not have handled. In 3-4 hours of rain, the canyon north of the bridge was bank to bank water (approximately 300-400 yards wide) and 10-15 feet deep. It backed up a little coming through the bridge and after coming through to the south was over a mile wide and up to the ballast on the BNSF railroad tracks. In this water was a huge amount of debris including trees, branches and crop residue that washed out my pasture fences every place it went through. Debris was littered throughout the pasture and crop land as the waters receded and there is still some stuck under this bridge that can provide an example of the potential. If this open bridge wasn't there, this material would have lodged against or inside of the proposed culverts and eventually dammed up and stopped the water. I don't know if it would ever stop it enough to wash out the highway as it is now but it would drown the pasture land above this location and damage if not destroy it and the irrigation and stock well(s) that are there.

My biggest and only non-personal concern is the cost associated in proceeding with this project as proposed as opposed to rebuilding/rehabilitating the bridge that is in place. I have not heard or read anything saying this bridge is not

structurally sound. I cannot remember the last time this bridge was rebuilt, demonstrating its durability. The only problems I see with it at the current time is the concrete on the surface of the deck is breaking up towards the west end and it is a little rough. I am hard to convince that replacing the deck on the existing bridge, if that would even be required, would cost more or be less feasible than the huge undertaking of removing the bridge and constructing the proposed culvert(s). It is my understanding that the state will be required to obtain additional right-of-way to accommodate this project.

In summary, I would like to be provided or provided access to and have someone review the following information for comparison purposes:

1. Actual itemized estimated cost(s) of removing the existing bridge, disposal of materials, grading, acquisition of right-of-way property, materials, labor and installation of box culvert(s) grading, dirt work, paving and ALL other associated costs to proceed as currently proposed.

2. Actual cost(s) to replace the deck on the existing bridge structure that is currently in place. Or reasons why the current structure cannot or should not be maintained.

3. Willingness and commitment from the State of Nebraska to provide relief from damages and/or losses incurred by proceeding as proposed and causing the range land to flood, irrigation or stock wells to be flooded, losses to livestock from changing or impeding the natural flow of water, or any and all other losses incurred from this project proceeding as proposed and advised against.

4. The right to provide more testimony or comments as they become relevant and obvious before this project is considered.

Please enter my comments in the permanent record on this project and consider my concerns. If anyone has any questions or I can provide any additional clarification, please do not hesitate to contact me using one of the options listed below.

JASON MEYERS
39021 Drive 716
McCook, NE 69001
308-340-5468
rr-er@hotmail.com

From: Kugler, Sarah
To: Erickson, Grace
Subject: FW: Write the Governor - Jeni Bohlmeyer, Tr. 2 - Meyers, Project No. 6-2(120), CN 70879, McCook - Indianola
Date: Wednesday, March 09, 2016 3:56:52 PM

From: Owen, Mike
Sent: Wednesday, March 9, 2016 3:44 PM
To: Kessler, Tony <Tony.Kessler@nebraska.gov>; Baird, Jacqueline <Jacqueline.Baird@nebraska.gov>; Ataullah, Syed <Syed.Ataullah@nebraska.gov>
Cc: Kugler, Sarah <sarah.kugler@nebraska.gov>
Subject: FW: Write the Governor - Jeni Bohlmeyer, Tr. 2 - Meyers, Project No. 6-2(120), CN 70879, McCook - Indianola

Please file this with the project.

Mike Owen
Planning & Project Development Engineer
402 479-4795

From: Vosburg, Kurt
Sent: Wednesday, March 09, 2016 3:01 PM
To: Jamshidi, Moe
Cc: Traynowicz, Mark; Wilson, Drew; Weinert, Greg; Owen, Mike; Cunningham, Andy
Subject: FW: Write the Governor - Jeni Bohlmeyer, Tr. 2 - Meyers, Project No. 6-2(120), CN 70879, McCook - Indianola

Mark Traynowicz, Kirk Harvey, Drew Wilson, and I met with Kent Meyers and his son Jason at the bridge site this morning. I asked them to outline their concerns for us once again. They were basically the same concerns shared in their Public Comment Sheet, and e-mails to Sen. Hughes & Governor Ricketts. I explained our thought process in deciding what to do at this location (do nothing, rehab existing bridge, build CBC or bridge on this vertical alignment, build a new structure on a new vertical alignment). I explained that we too wanted to be good stewards of the public's money and that is why we chose the CBC using the existing vertical alignment. This CBC will likely last 75-100 years and can be extended in the future to upgrade to the more desirable alignment if crash data or other reasons warrant. Money spend rehabbing the existing bridge would only buy us time and the structure would have to be torn down to upgrade the alignment. Likewise a new bridge built on this alignment would be money wasted if we needed to modify the alignment in the future.

The Meyers' asked again about increasing the size of one cell of the CBC. Mark had these figures at hand (60% increase in cost) and I said we couldn't justify that additional cost just to serve one landowner. In their correspondence, and again today, they mentioned they felt having to drive on the highway vs. crossing under the bridge was a safety hazard. I asked if adding a second field entrance right across from the one they have on the north side would alleviate their concerns, as they would only be on the highway for a matter of seconds. They indicated an interest in this but

did not feel it eliminated their concerns. This is something we can offer at negotiations. I also offered once again to provide a permit to use the new structure as a cattle pass upon completion of the project.

Kirk did a great job explaining how we choose the size and structure type based on a hydraulic analysis. The Meyers' continue to assert that debris will clog the CBC and cause flooding. This channel has very few trees visible up-stream.

We met for 1 ½ hours, the meeting was very cordial, and the Meyer's were nothing but courteous. That being said, I won't be surprised if these issues come up again. They thanked us for coming out to meet them. I said we would be happy to meet again if there were concerns during the project and Drew left a business card with each of them. ROW negotiations are expected to begin in a couple of weeks.

From: Kugler, Sarah
To: Erickson, Grace
Subject: FW: Tract 2 - Meyers, NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact
Date: Thursday, March 17, 2016 1:04:51 PM

From: Vosburg, Kurt
Sent: Thursday, March 17, 2016 1:04 PM
To: Kugler, Sarah <sarah.kugler@nebraska.gov>
Subject: FW: Tract 2 - Meyers, NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact

In case you need this…

From: Vosburg, Kurt
Sent: Thursday, January 21, 2016 11:10 AM
To: Foreman, Dan <Dan.Foreman@nebraska.gov>
Cc: Wilson, Drew <Drew.Wilson@nebraska.gov>; Doyle, Kelly <Kelly.Doyle@nebraska.gov>
Subject: RE: Tract 2 - Meyers, NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact

Thank you Dan!

From: Foreman, Dan
Sent: Thursday, January 21, 2016 10:54 AM
To: Vosburg, Kurt <Kurt.Vosburg@nebraska.gov>
Subject: FW: NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact

Kurt, We could not find anything in our ROW files regarding granting any permissions to use the area below the bridge.

Dan Foreman P.E.
Right Of Way Design Engineer
Nebraska Department of Roads
Right of Way Division
1600 Highway 2
P.O. Box 94759
Lincoln Nebraska, 68509-4759
402-479-3726
Fax (402) 479-3991

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From: Behlen, Kelly
Sent: Friday, January 15, 2016 11:05 AM

To: Foreman, Dan
Subject: RE: NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact

Dan,

Jill Smith and I looked for permit information regarding permission to cross under the highway using the existing bridge and did not find a permit. I've reviewed our title work, as well as deeds and correspondence from the last two road projects, and have found no mention of permission for a crossing. The original highway project was built in 1933. I reviewed our contract and the as-built plans from the 1933 project (owner- Luetta Meyers) and there is no mention of permission to use this bridge as a crossing. The most recent highway project, F-46(10), was completed in 1965. I reviewed our correspondence from the 1965 project (land owner at that time, Luetta Meyers) and there was no mention of permission to cross under the highway either.

Kelly

From: Foreman, Dan
Sent: Friday, January 15, 2016 8:26 AM
To: Behlen, Kelly
Subject: FW: NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact

Dan Foreman P.E.
Right Of Way Design Engineer
Nebraska Department of Roads
Right of Way Division
1600 Highway 2
P.O. Box 94759
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From: Vosburg, Kurt
Sent: Tuesday, January 12, 2016 8:15 PM
To: Foreman, Dan
Cc: Wilson, Drew
Subject: FW: NH-6-2(120) McCook -Indianola; C.N. 70879 - Sen Hughes contact

Dan-

The complainant below is the son of the owner of Tract No. 2 on this project. Could you review title work and let me know if any permission was granted to cross under the highway using the existing bridge or if there is any permit granting them such a right?

Thanks Dan.

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

Pauletta Gerver

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Ms. Gerver:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the McCook - Indianola project. NDOR reviewed multiple locations between McCook and Indianola for climbing lanes. In order to justify building climbing lanes, NDOR reviews specific criteria including traffic flow rates as well as the reported crash records. Based on the results of our review, none of the locations met the criteria for climbing lanes.

Thank you for your participation.

Sincerely,

Jacqueline Baird

Jacqueline Baird, P.E.
Nebraska Department of Roads
(402) 479-4625
jacqueline.barid@nebraska.gov

From:	Kugler, Sarah
To:	Vosburg, Kurt
Cc:	Baird, Jacqueline; Kessler, Tony; Wilson, Drew; Erickson, Grace
Subject:	RE: Public Input, Project No. NH-6-2(120), CN 70879, McCook - Indianola
Date:	Tuesday, December 29, 2015 1:49:28 PM

Thanks Kurt, I'll have Grace add this to the report.

Sarah

From: Vosburg, Kurt
Sent: Tuesday, December 29, 2015 1:47 PM
To: Kugler, Sarah <sarah.kugler@nebraska.gov>
Cc: Baird, Jacqueline <Jacqueline.Baird@nebraska.gov>; Kessler, Tony <Tony.Kessler@nebraska.gov>; Wilson, Drew <Drew.Wilson@nebraska.gov>
Subject: Public Input, Project No. NH-6-2(120), CN 70879, McCook - Indianola

I received a call from Pauletta Gerver of McCook (she declined to provide contact information). She asked if we had considered truck climbing lanes like we have on the segment of US-34 between Culbertson and Trenton. She said she sometimes finds herself following trucks and is reluctant to pass large vehicles.

Kurt Vosburg, P.E.
District 7 Engineer
Nebraska Department of Roads
619 Auditorium Drive
McCook, NE 69001
308-345-8490
kurt.vosburg@nebraska.gov

From: Kugler, Sarah
To: Erickson, Grace
Subject: FW: McCook-Indianola US-6 Road Resurfacing
Date: Wednesday, December 30, 2015 4:44:15 PM

From: Scott, Tricia
Sent: Wednesday, December 30, 2015 4:44 PM
To: Kugler, Sarah <sarah.kugler@nebraska.gov>
Subject: McCook-Indianola US-6 Road Resurfacing

30 December, 2015

NDOR
ATTN: Ms. Sarah Kugler

RE: McCook-Indianola US-6 Road Resurfacing

Dear Ms. Kugler:

The Nebraska Department of Environmental Quality (NDEQ) has reviewed the above referenced project. As with any project, permits may be required prior to beginning construction or operation. At a minimum, you should be aware of the possible requirements or permits:

	Contact	Phone
Fugitive Dust Regulations	Ken Almquist	(402) 471-3387
Construction Storm Water – General Permit	Reuel Anderson	(402) 471-8330
Wastewater	Charles Duerschner	(402) 471-4206
Water Quality Section 404 Permitting	Jason Garber	(402) 471-2875
Waste Disposal	Erik Waiss	(402) 471-8308

Nebraska Title 129, Chapter 32 fugitive dust regulations apply to all construction and excavation activities.

A 404 Permit will be needed from the U.S. Army Corps of Engineers. With widening, there may be wetland impacts to mitigate. Depending on type of permit (nationwide or individual) an individual 401 cert from NDEQ may be needed.

Any solid or hazardous wastes generated or discovered during project operations must be properly handled, contained, disposed, and (if necessary) characterized, and follow all applicable regulations in Nebraska Title 128 and Title 132.

If you have questions about the permitting process, or any other questions, feel free to contact me at (402) 471-6974, or the individual listed above. For more information, please visit our website at deq.ne.gov.

Sincerely,

Tricia Scott
Field Services and Assistance

NE Department of Environmental Quality
1200 "N" Street, The Atrium, Suite 400
P.O. Box 98922, Lincoln, NE 68509-8922
Phone: 402.471.6974 | E-mail: tricia.scott@nebraska.gov

Pete Ricketts
Governor

STATE OF NEBRASKA
DEPARTMENT OF ROADS
Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

NE Department of Environmental Quality
Attn: Tricia Scott
PO Box 98922
Lincoln NE 68509-8922

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Ms. Scott:

The Nebraska Department of Roads (NDOR) appreciates your input in regard to the McCook - Indianola project. NDOR will be sure to coordinate with your agency through our Environmental Permits Unit.

Thank you for your participation.

Sincerely,

Jacqueline Baird

Jacqueline Baird, P.E.
Nebraska Department of Roads
(402) 479-4625
jacqueline.baird@nebraska.gov

From: Wilson, Drew
To: Kugler, Sarah
Cc: Erickson, Grace; Baird, Jacqueline; Vosburg, Kurt
Subject: NH-6-2(120) McCook – Indianola; C.N. 70879: Public Comment
Date: Monday, December 28, 2015 3:06:28 PM

Sarah

Owen Elmer (Former State Senator) stopped in the office on 12/23/2015 and had some concerns about the passing zones from McCook to Indianola. He said that he understood the limitations of the Federal Regulations, but wanted us to look into adding turning/passing lanes or adjusting grade to improve passing sight distance. He voiced a concern that there was not a place to pass from McCook to Indianola. I told him that we would take his comment into consideration, but to my knowledge the current project as programmed did not show warrants for those modifications. I told him that I would make sure to pass his comment on for review. He did not leave his contact information as he said that he just wanted us to be aware of the issue. I pulled the following contact information from google.

Owen W Elmer
602 7th St, Indianola, NE 69034
(308) 364-2308

Thank you

Drew Wilson P.E.
District 7 Construction Engineer
Nebraska Department of Roads
619 Auditorium Drive
McCook, NE 69001
308-345-8490 Office
308-340-2584 Cell
Drew.wilson@nebraska.gov

Pete Ricketts
Governor

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Kyle Schneweis, P.E., Director
1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759
Phone (402) 471-4567 • FAX (402) 479-4325 • www.roads.nebraska.gov

March 21, 2016

Owen Elmer

Re: Project No. NH-6-2(120)
Also Known As: McCook – Indianola
Control No. 70879

Dear Mr. Elmer:

I am responding to your comment regarding the proposed highway improvement project mentioned above.

The McCook to Indianola project is scoped as an asset preservation project to be built to 3R Standards. NDOR has performed an analysis to determine if the criteria for passing lanes are warranted.

We reviewed fourteen locations along this segment of highway for both directions of travel. Adding a climbing lane for an upgrade on a two-lane highway can offset the decline in traffic operations caused by the combined effects of the grade, traffic volume, and heavy vehicles. On highways of lower volumes, only an occasional car is delayed, and climbing lanes, although desirable, may not be justified economically even where a critical grade is exceeded. Based on AASHTO Green Book, Page 3-126 (A Policy on Geometric Design of Highways and Streets), the following three criteria, reflecting economic considerations, should be satisfied to justify a climbing lane:

1. Upgrade traffic flow rate in excess of 200 vehicles per hour
2. Upgrade truck (and/or RV) flow rate in excess 20 vehicles per hour
3. One of the following condition exist:

a. A 10 mph or greater speed reduction is expected for a typical heavy truck
b. Level of service (LOS) E or F on the grade
c. A reduction of two or more level of service is experienced when moving from approach segment to the grade

NDOR determined that none of the curves meet the criteria for adding a climbing lane. In addition to this analysis, no crash patterns or high crash rates were noted near these locations based on our updated crash reviews of the project. We therefore concluded that truck climbing lanes (passing lanes) are not warranted for this project.

The Department of Roads goal is to provide a safe and efficient highway for our public. Your comments are appreciated. I hope this answers any questions you may have had.

Thank you for your participation.

Sincerely,

Syed Ataullah
Assistant Roadway Design Engineer

Attachment D

Photo Log

Photo Log

Project Name:
McCook to Indianola

Photo: 1

Photo Direction:
Northwest

Description:
This photo shows Indianola City Park at the corner of U.S. Highway 6 (US-6) and 7th Street. This is the area where the new ADA compliant curb will be constructed. In the background the two sheltered picnic areas and a maintenance building can be seen. (Indianola, Nebraska, 40.23437° and -100.4216°, Google Earth, June 2012.)

Project Name:

Photo: 2

Photo Direction:
North

Description:
This photo shows Indianola City Park from US-6 in between 7th Street and Park Avenue. One of the sheltered picnic areas can be seen in the photo. (Indianola, Nebraska, 40.234389° and -100.422138°, Google Earth, June 2012.)

Photo Log

Project Name: **Photo: 3** Photo Direction: Southwest Description: This photo shows the northern portion of the Indianola City Park from the intersection of 7th Street and E Street. The playground area is located in this area. (Indianola, Nebraska, 40.235362° and -100.421425°, Google Earth, June 2012.)	

Project Name: **Photo: 4** Photo Direction: North Description: This photo shows the Indianola City Park from US-6. One of the sheltered picnic area and a maintenance building as well as some of the green space is shown in the photo. (Indianola, Nebraska, 40.234371° and -100.421804°, Google Earth, June 2012.)	