

WELCOME!

Minatare - US-385

Public Hearing
NH-26-1(172); C.N. 51521

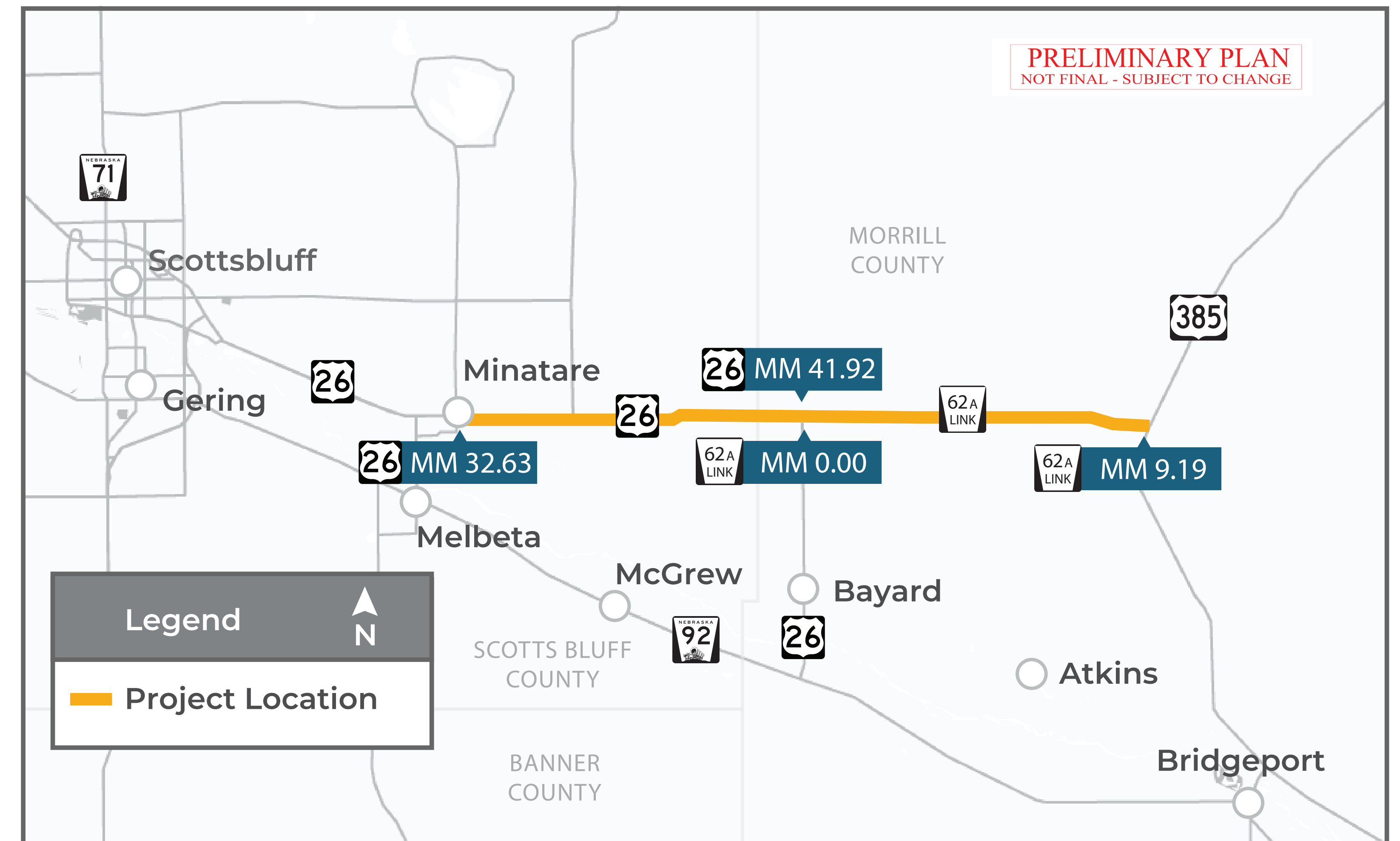
PLEASE SIGN IN

PROJECT DESCRIPTION & LOCATION

Minatare - US-385
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The proposed **Minatare - US-385** project would expand the existing two-lane highway to a four-lane expressway. This project is 18.5 miles in length and is located on US Highway 26 (US-26) and Nebraska Link 62A (L-62A) in Scotts Bluff and Morrill counties.

The project would start on US-26 just west of Minatare's Main Street and extend east to the junction of US-26 and L-62A. The project would continue east on L-62A to the junction with US Highway 385 (US-385). The intersections would be improved throughout the project and there would be controlled access throughout the project.



PROJECT PURPOSE & NEED

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The purpose of the proposed project is to develop an improved transportation corridor connecting the junction of US-385 and L-62A, with the city of Minatare.

The improved corridor is intended to address the following transportation related purposes:

- To provide an improved highway on a congressionally designated National Highway System (NHS) High Priority Corridor that increases the efficiency and safety of travel
- To fulfill federal legislative intent of ISTEA, TEA-21, SAFETEA-LU, and MAP-21
- To fulfill state legislative intent of the Build Nebraska Act and the Transportation Innovation Act
- To address roadway and operational challenges of the existing facility

This project is needed because Congress has designated this corridor for completion; federal and state government legislative actions have provided ongoing funding and intent to construct it; and there are numerous roadway and operational challenges with the existing facility that reduce its efficiency and safety.

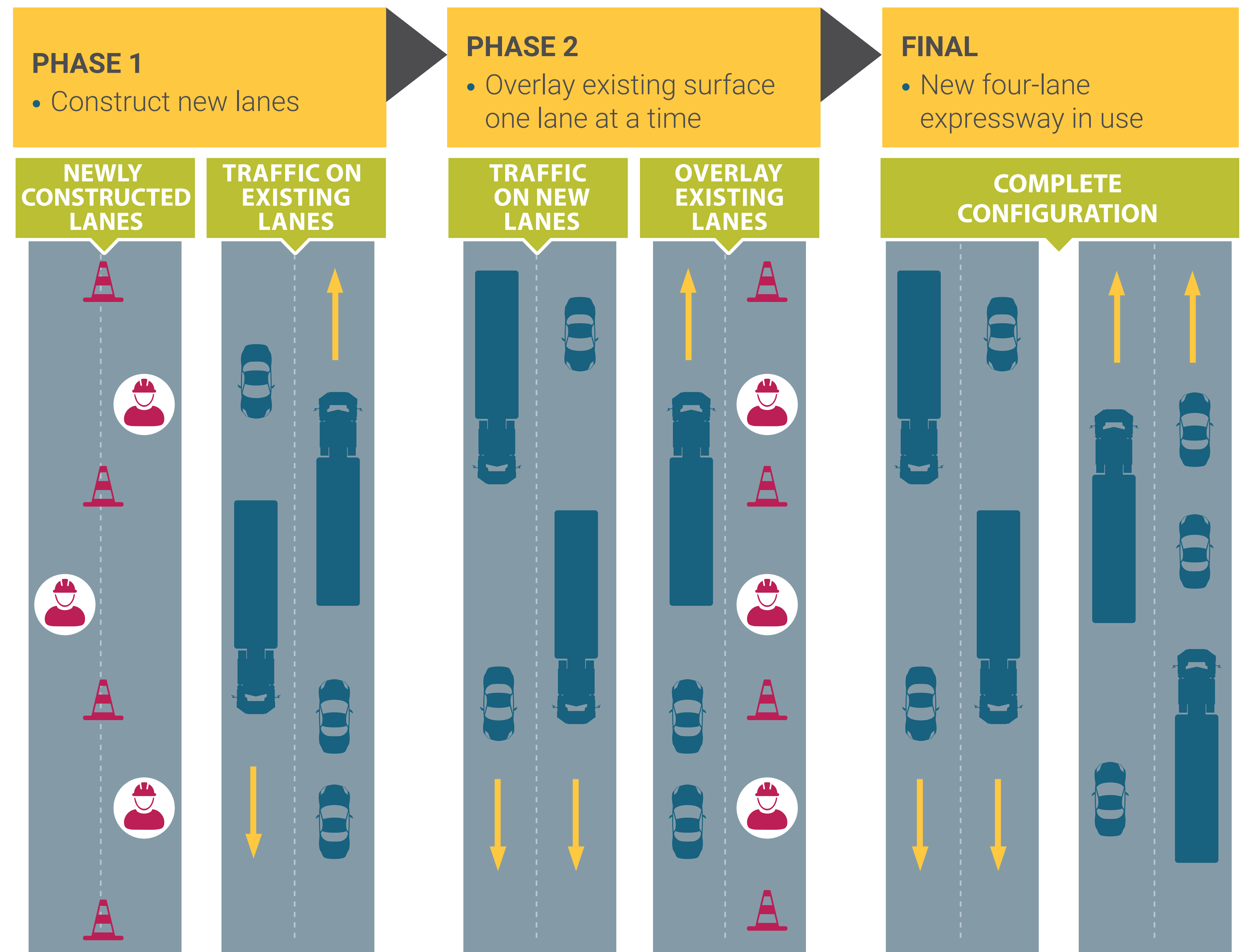
2+2 APPROACH

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The 2+2 construction concept would construct two new lanes adjacent to the existing two lanes of US-26 and L-62A to create a four-lane corridor.

This approach would:

- Minimize traffic disruption
- Maximize the use of existing roadway



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

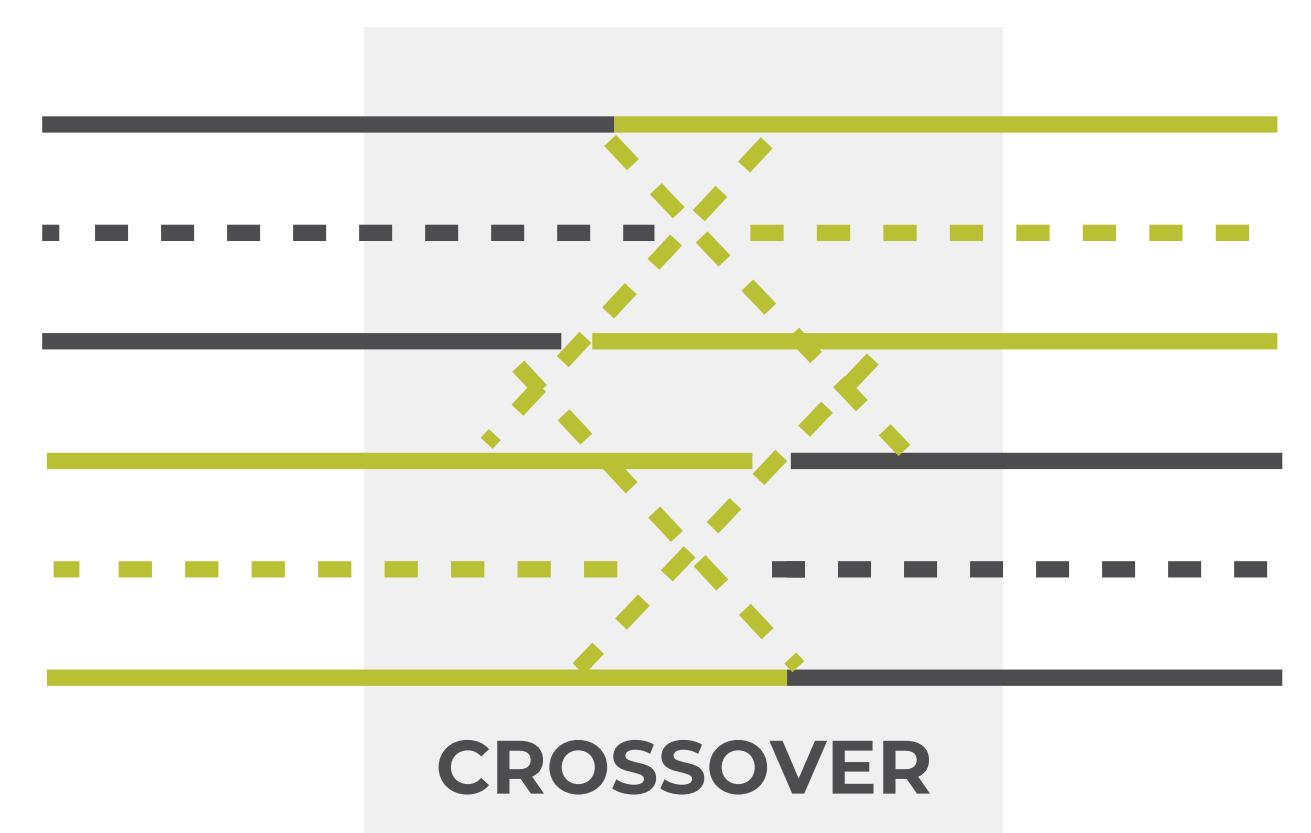
ALTERNATIVES CONSIDERED

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1. 2000 Selected Alternative

The 2000 Selected Alternative, as proposed in the 2000 FONSI, would involve expanding the existing 2-lane roadway to a 4-lane divided expressway by constructing additional lanes along the south side of US-26 from Minatare to CR 36 and along the north side of US-26/L62A from CR 36 to US-385.



2. Centered Alignment (Full Reconstruction)

This alternative proposes constructing a 4-lane divided highway along the center of the existing alignment.



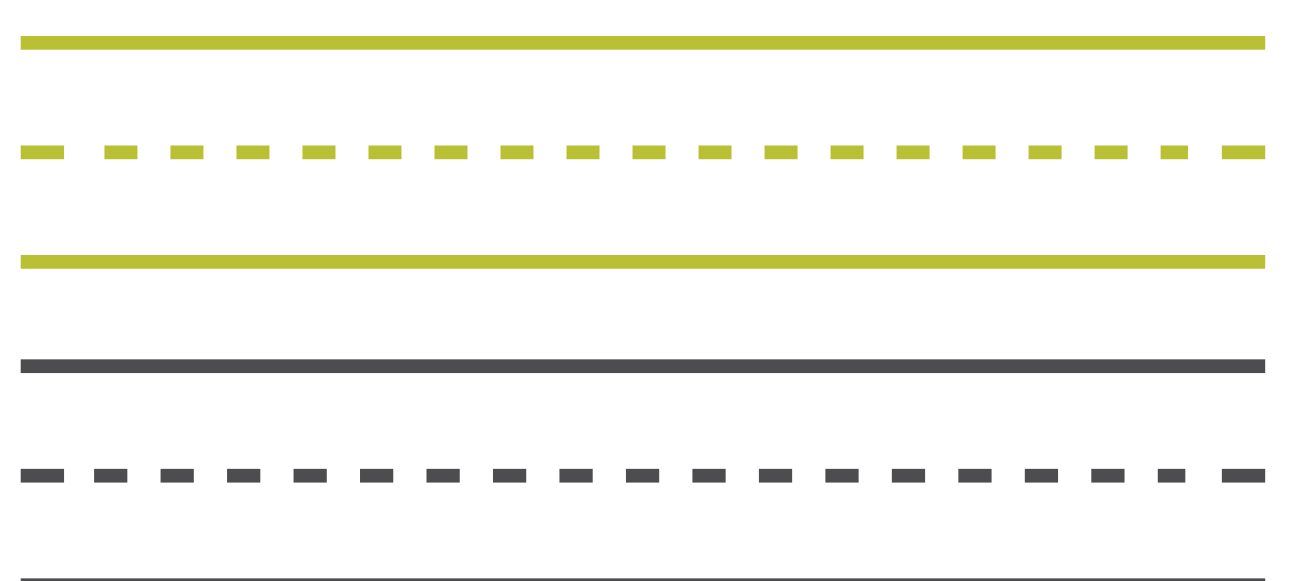
3. South Offset Alignment Alternative

Additional lanes to be located south of the existing roadway using a 2+2 strategy for widening.



4. North Offset Alignment Alternative (Preferred)

Additional lanes to be located north of the existing roadway using a 2+2 strategy for widening.



FACILITY TYPES CONSIDERED

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1. Super 2 Highway

This alternative would provide passing lanes along the project corridor at strategic locations.



2. 2-Lane Highway with Climbing Lanes

This alternative would provide passing lanes to disperse platoons of vehicles that build up behind vehicles that are slowed due to steep grades.



3. 2-Lane Highway with Auxiliary Turning Lanes

This alternative would construct auxiliary turn lanes at major intersections along the corridor.



4. 4-Lane Undivided Highway

This alternative would provide two through lanes for traffic in each direction which would not be physically separated by a barrier or median.



5. 4-Lane Divided Highway (Preferred)

This alternative would provide a 4-lane divided highway for the entire length of the project. The divided median could be raised or depressed.



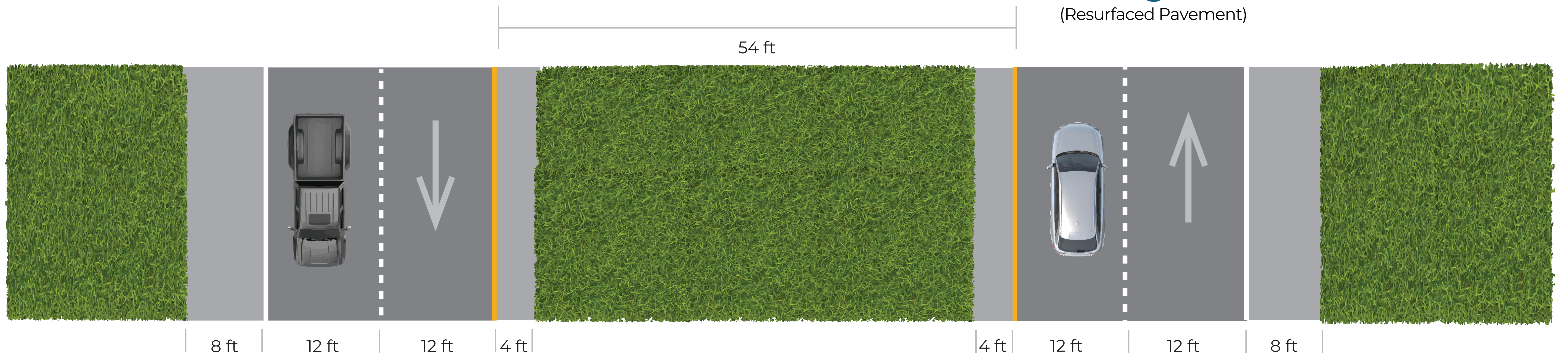
TYPICAL SECTION

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New Lanes

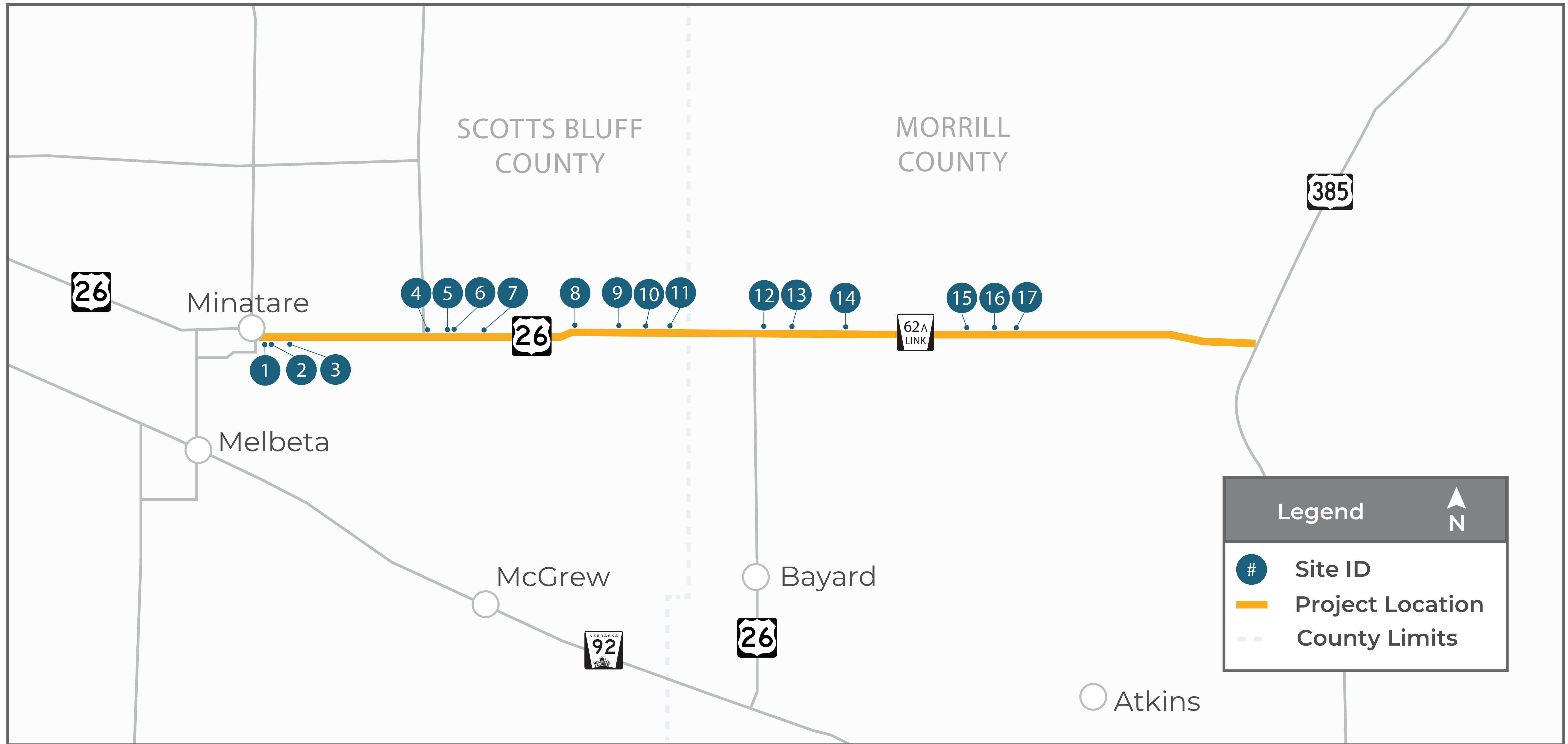
Existing Lanes
(Resurfaced Pavement)



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IMPACTED STRUCTURES

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Please refer to the table maps for larger viewing.

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ANTICIPATED PROPERTY IMPACTS

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SITE ID	MILE	LT. OR RT.	PROPERTY DESCRIPTION	IMPACT
1	33.05	Right	Pasture with an outbuilding.	Relocation or removal of the outbuilding. The property would remain functional as a pasture.
2	33.13	Right	Farmstead with a house and an outbuilding.	Relocation or removal of the outbuilding. The property would remain functional as a farmstead following construction.
3	33.63	Right	Confined animal feeding operation with an outbuilding and cropland.	Relocation or removal of the animal building. The property would remain functional as an animal feeding operation following construction.
4	36.00	Left	Farmstead with a house, two sheds, and cropland.	Relocation or removal of the house. The property would remain functional as cropland. Driveway access would be moved north on County Road 33.
5	36.42	Left	Farmstead with a house and an outbuilding.	Relocation or removal of the house and outbuilding. The property may not remain functional as a farmstead following construction but would function as a farm storage area.
6	36.44	Left	Farmstead with two houses, shed, and cropland to the east.	Relocation or removal of the two houses. The property may remain functional as a farmstead following construction.
7	37.00	Left	Farmstead with a house and six sheds.	Relocation or removal of the house. The property may not remain functional as a farmstead following construction but would function as a farm storage area. Driveway access would be moved north on County Road 34.
8	38.70	Left	Farmstead with two houses, two sheds, a silo, and cropland.	Relocation or removal of both houses. The property would remain functional as a farmstead following construction.

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SITE ID	MILE	LT. OR RT.	PROPERTY DESCRIPTION	IMPACT
9	39.49	Left	Farmstead with two homes, three sheds, and a coop.	Relocation or removal of the coop, the sheds, and both houses. The property may not remain functional as a farmstead following construction.
10	39.98	Left	Farmstead with a house, two sheds, and cropland to the west.	Relocation or removal of the farmhouse and sheds. The property may not remain functional as a farmstead following construction but would still function for agricultural use.
11	40.40	Left	Farmstead with a house, garage, shed, and a barn.	Relocation or removal of the farmhouse, garage, and shed. The property would remain functional as a farmstead following construction.
12	0.05	Left	Outbuilding near livestock facility.	Relocation or removal of the outbuilding. The property would remain functional for agricultural use.
13	0.62	Left	Wooded farmstead with house, garage, shed, and surrounding cropland.	Relocation or removal of the house and garage. The property would remain functional as a farmstead following construction.
14	1.70	Left	Wooded farmstead with house, barn, silo, four sheds, and surrounding cropland.	Relocation or removal of the house and a small shed. The property would remain functional as a farmstead following construction.
15	3.80	Left	Farmstead with a house, a barn, a silo, and two sheds.	Relocation or removal of the house, barn, and silo. The property would remain functional as a farmstead following construction.
16	4.19	Left	Cattle operation, with a barn, and a shed with access to pasture.	Relocation or removal of the barn and shed. The property may not remain functional as a cattle operation nor farm storage.
17	4.57	Left	A farmhouse.	Relocation or removal of the farmhouse. The property may remain functional following construction.

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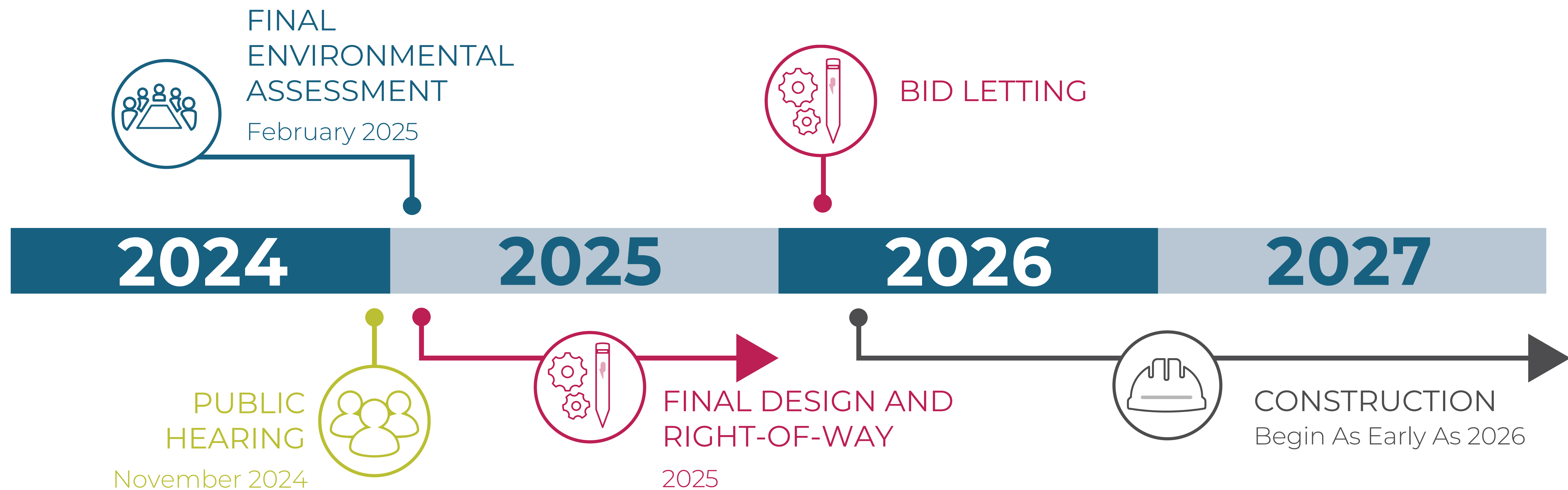
CONSIDERATIONS

Land Use	260 acres would be converted to NDOT ROW
Farmland	188 acres would be converted to NDOT ROW 22 center pivots would be impacted
Right-of-Way and Relocations	15 houses would be acquired, and 4 major outbuildings and 15 minor outbuildings would be acquired
Utilities	Relocations would be required
Irrigation Canals & Districts	Three canals (Minatare, Tri-State, and Interstate) would be impacted by construction
Historic Properties	No Adverse Effects to the Sod House at CR 79 and Harry's Curve Historic District
Section 4(f) Properties	De minimis determinations applied to all affected properties
Hazardous Materials & Contamination	Medium Potential to encounter soil and shallow groundwater contamination at Harry's One Stop and former Tony's Service Station
Noise Impacts	Six receptors would see an increase in noise levels, but all of these would be acquired
Floodplains	Five regulated (or calculated) floodplains would be encroached upon. No adverse effect.
Water Quality	Twelve groundwater wells may potentially be impacted
Wetlands and Other Water Resources	13.5 Acres of Wetlands; 2500 Linear Feet of Ephemeral, Intermittent and Perennial Streams; 4700 Linear Feet of Irrigation Coveyances
Threatened and Endangered Species	Not Likely to Adversely Affect: Swift Fox, Northern Long-eared Bat, Black-Footed Ferret and Tricolored Bat

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ANTICIPATED SCHEDULE & COST

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ESTIMATED COST: \$94.7 MILLION*

*Funding comes from federal and state sources.

HISTORIC PROPERTIES

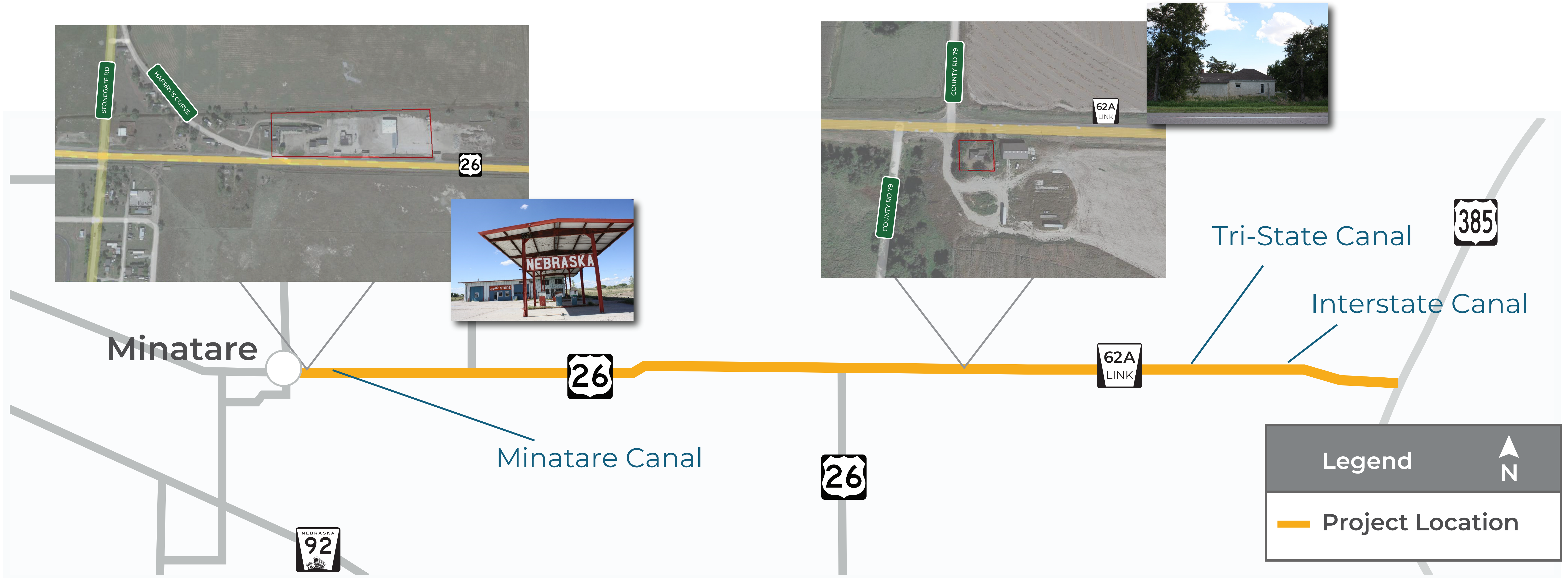
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Buildings at Harry's Curve

- The proposed project would require a temporary easement
- No work would occur within the boundary of this property; however, the three access drives would be consolidated into one drive

Sod House

- Impacts would include the removal of a windbreak and acquisition of right-of-way on the west side



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RIGHT-OF-WAY

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The proposed project would require the acquisition of additional property rights, which could include new:

- Right-of-way (ROW)
- Control of Access (CA)
- Permanent Easements (PE)
- Temporary Easements (TE)
- Residential and commercial relocations
- And/or impacts to existing center pivot irrigation systems.

If your property is impacted by this project, you would be contacted by a representative from NDOT's Right of Way Division once the design footprint has been established.

TRAFFIC ACCOMMODATIONS

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



FEEDBACK

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Information regarding the proposed project, including the draft Environmental Assessment, is available at ndot.info/51521. The draft Environmental Assessment is also available for review at:

- NDOT District 5 Headquarters (140375 Rundell Rd, Gering, NE)
- Minatare Public Library (309 Main St, Minatare, NE)
- NDOT Headquarters (1500 Nebraska Parkway, Lincoln, NE)
- FHWA Nebraska Division (100 Centennial Mall N, Ste 220, Lincoln, NE)

Comments will be collected through **December 6, 2024**, and should be submitted to:

Sierra Luhn

NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sierra.luhn@nebraska.gov
(402) 479-3103

For those without internet access, information may be obtained at:

NDOT Headquarters
1500 Nebraska Parkway
Lincoln, NE 68502

Or by contacting:

Doug Hoevet

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Engineer
doug.hoevet@nebraska.gov
(308) 436-6587