Appendix A

Public Involvement

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

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

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

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

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

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

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

Written Comments and Phone Logs		
7a	Stakeholder is General Manager/President of Farmers Cooperative headquartered in Pilger and is concerned with this project and the not so popular J Turns that are in the plans. Stated that with ag equipment, traveling down US-275 is avoided because of the traffic. Stated that with so many county roads and bridges that are not passable, operators have to cross US-275 in multiple places. Stated that it has been preached to them by state employees that the J turns are safer than just simply crossing the highway. Stakeholder believes that in this case this will be much more unsafe for employees and ag equipment. Stated this will be unsafe for employees and very unsafe for customers during planting and harvest time. Stakeholder is 100% in favor of the four lanes but thinks this is a 'quick fix' to get US-275 completed. Stated that this project needs to be done the correct way, with all four lanes the same elevation so operators can simply and safely cross with equipment. Aware that NDOT has likely been told this many times, but this surrounding ag community and the stakeholder have contributed many dollars into this state and that their voices and opinions need to be taken into consideration. Stated that this project will have a huge impact for years to come, and they need to have a seat at this table.	Appreciated input regarding the proposed projects. Stated that after considering public feedback, NDOT has reevaluated the county road intersections with restricted turning movements, (often referred to as J turns or R-cut intersections) and has decided to modify the proposed design from 568th to 571st avenues to allow full access at each intersection. Stated that NDOT plans to build the two new lanes primarily on the south side of the existing highway. Stated specifically, near the US-275 and Nebraska Highway 15 (N-15) intersection leading to Pilger, the proposed improvements would include building the two new US-275 eastbound lanes south of the existing lanes, and the intersection would be reconstructed. Stated that a minor amount of right-of-way would be required from a few parcels north of the existing roadway. Stated that no residential or business acquisitions or relocations are anticipated. However, if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. Stated that construction is anticipated to begin in Spring 2025 with anticipated completion in 2028. Stated that county road access may be temporarily restricted during construction; however, no two consecutive county roads will be closed

7b	Stakeholder acknowledged the US-275 project has likely been a hot topic at NDOT since the public meeting in Wisner. Expressed concern about this project and the not so popular J Turns that are in the plans. Stated that with ag equipment, traveling down US-275 is avoided because of the traffic. Stated that with so many county roads and bridges that are not passable, operators have to cross US-275 in multiple places. Stated that it has been preached to them by state employees that the J turns are safer than just simply crossing the highway. Stakeholder believes that in this case this will be much more unsafe for employees and ag equipment. Stated this will be unsafe for employees and very unsafe for customers during planting and harvest time. Stakeholder is 100% in favor of the four lanes but thinks this is a 'quick fix' to get US-275 completed. Stated that this project needs to be done the correct way, with all four lanes the same elevation so operators can simply and safely cross with equipment. Stakeholder stated that this surrounding ag community and has contributed many dollars into this state and their voices and opinions need to be taken into consideration. Stated that this project will have a huge impact for years to come, and they think they need to have a seat at this table. Stakeholder has been told there are a few individuals trying to arrange a meeting and will be a part of that, but wonder if NDOT has any suggestions or advice on what can take place from this point. Stated they're looking for some help.	at the same time. Stated that construction is not anticipated on Nebraska Highway 57 (N-57) and traffic through its intersection with US-275 would be maintained during construction. Stated that NDOT and the contractor will work with landowners regarding temporary field access during construction. Thanked stakeholder for feedback and participation on the project.

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

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

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

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

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

19a	Stated that they recently reached out via phone on December 22nd 2023. Stated that hopefully NDOT made notes of their conversation, however they thought they would make some written comments as well. Stated that they are in full support of the US-275 widening and were one of the founding members of 4 Lanes 4 Nebraska group. Stated that they do have some concerns however with the plan to widen an area and have the water/drain ditch down the middle of the lanes. Stated that they see how this might seem reasonable many years ago, but not in today's current landscape conditions. Stated that numerous things have changed over the years to the properties on both sides of the widening area. Stated that most of the land on both north and south of the area has been tiled. Stated that many of the tiles drain into reservoirs and the water is lifted to the surface and then runs its natural course. Stated that they have learned how to farm the land, which for years was too wet to even get into the fields. Stated that the main drainage ditch that feeds the area has been blocked or redirected into a holding lagoon. Stated that this ditch is responsible for draining nearly 300 acres so that alone changes the water run to the affected area. Stated that the proposed plan moves the south lanes much further onto their property and other people's property. Stated that this has direct results of buying additional land, removing or changing tile lines, moving and changing center pivots, moving and changing reservoirs and lift stations, moving and changing electricity service, and changing drainage areas of the existing land. Stated that they are looking forward to the US-275 widening project and visiting with the engineers for the best results.	Appreciated input regarding the proposed projects and noted that an on-site meeting is scheduled for April 17, 2024 to discuss these concerns with the commentor. Thanked stakeholder for feedback and participation on the project.

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

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

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

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

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

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

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

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

34	Stakeholder is secondary owner of Alexander Cattle & Farms in Pilger. Stated that they are fully in support of the highway expansion to help increase safe, and logistical productivity to the economy of northeast Nebraska as a whole. Stated that they are not in favor of fully expanding/extra widening of the drainage ditch around the junctions of the highway 15 corridor. Stated that they now contain and control the majority of the water that used to run through that drainage area. With the addition of their lagoon and containment facilities, the water from the surrounding northern acres are controlled, contained, and distributed well via center pivot irrigation on their property on the north side of 275. Stated that they have also extensively tiled and managed their land south of 275. Stated that by widening for drainage, it will be very costly and timely for the stakeholder and the state. Stakeholder is also the father of three children who travel US-275 most days to Wisner for school or activities. Feels there are some safety issues that need to be addressed, especially for those youths that are new to driving, with increased risk of crossing lanes, and higher traffic flow. Stated that they look forward to visiting with engineers to help make the new highway project the best possible version, with the least amount of change and cost to the stakeholder and the public.	Appreciated input regarding the proposed projects. Stated that if right-of-way or farmland impacts occur, project representatives will contact landowners during the final design and right-of-way acquisition phases, anticipated to occur this year. These discussions will include specific property impacts such as tile lines, center pivots, reservoirs and lift stations, electricity service and drainage areas. Stated that the proposed design provides several improvements, particularly at intersections. Stated that left-turn lanes will be provided at the US-275 intersections with Nebraska Highway 15 (N-15), Nebraska Highway 51 (N-51), and 21st Street in Wisner, which will allow those turns to occur without blocking through lanes. Stated that offset right-turn lanes will be provided at the N-15 and 21st intersections on US-275 to allow right-turns without blocking through lanes and to improve sight distance for the approaches to those intersections. Stated that these features, in addition to wider medians that allow drivers to negotiate eastbound and westbound US-275 separately, will result in an improved facility, particularly near Wisner-Pilger Schools. Thanked stakeholder for feedback and participation on the project.

Legal Notice

NEBRASKA DEPARTMENT OF TRANSPORTATION
NOTICE OF PUBLIC HEARING

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Legal Notice Affidavits

Affidavit of Publication

STATE OF NEBRASKA, COUNTY OF CUMING

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

Tracy Prettyman

Tracy Prettyman, Business Manager

Subscribed in my presence, and sworn to before me this date:
12/7/2023

Shauna L Gerke

Notary Public

GENERAL NOTARY - State of Nebraska
SHAUNA L. GERKE
My Comm. Exp. July 24, 2027

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WEST POINT NEWS WISNER News-Chronicle

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

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

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

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

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

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(December 6, 2023) ZNEZ

Affidavit of Publication

cont. HDR ENGINEERING, INC

Order No: 157876

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WNC 12-7-23

WEST POINT NEWS WISNER News-Chronicle

Norfolk Daily News

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NORFOLK, NEBRASKA
Federal ID #47-0197190

PROOF OF PUBLICATION

THE STATE OF NEBRASKA
Madison County

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

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

Debbie Warneke

Subscribed and sworn to before me this 31 day of January, 2024

Joyce E Miller
Notary Public

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GENERAL NOTARY - State of Nebraska
JOYCE E MILLER
My Comm. Exp. October 19, 2027

Project Notification (Postcard)

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

US-275 Norfolk – Wisner Project
c/o Bre TenHulzen
1917 S 67th St
Omaha, NE 68106

You're Invited to a Public Hearing!

NEBRASKA
US-275
NORFOLK TO WISNER

Date: **Thursday, December 21, 2023**

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

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

Public Hearing

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

Please join us!

Date: **Thursday, December 21, 2023**

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

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

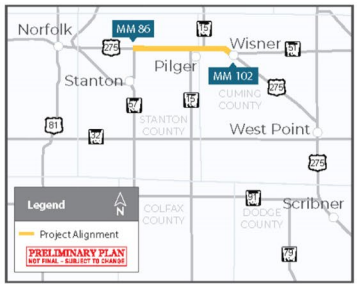
NDOT will make every reasonable accommodation to provide an accessible meeting facility for all persons. Alternative formats to provide effective communication, including communications in alternate languages, will be made if NDOT is notified by December 14, 2023.

Project Details

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

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

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



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

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

An electronic version of the Draft Environmental Assessment is now available for review on the project website. More information regarding the proposed project will be available the day of the meeting at **ndot.info/32319**. For those without internet access, information may be obtained at NDOT Headquarters: 1500 Nebraska Parkway, Lincoln, NE, 68502 or by contacting:

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

SCAN ME!
ndot.info/32319

PUBLIC HEARING

US-275 Norfolk-Wisner Project

Thursday, December 21, 2023

5:30-7:30 p.m.

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

PROJECT TEAM:

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

** ** **

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 you'd review the project, please. Thank you.
2 MR. McCULLOUGH: US-275 is a
3 critical highway in Nebraska's transportation
4 network that connects northeast Nebraska to
5 Interstate 80 and the Omaha metropolitan area.
6 It provides access to vital services in the
7 region, including employment opportunities,
8 social services, healthcare, and education
9 services.
10 NDOT has invested over $450
11 million into the expressway system and has
12 steadily advanced the US-275 expressway
13 construction. The green segments are segments
14 that are completed today. We're constructing
15 the remaining US-275 expressway in three
16 segments.
17 The Scribner-West Point segment,
18 shown here in blue, is under construction with
19 anticipated completion in 2024. Next is the
20 Norfolk to Wisner segment, which is the project
21 we're talking about today. It is shown in
22 yellow and is currently in design with
23 construction anticipated to start in 2025.
24 And, lastly, the Wisner to West
25 Point segment is shown here in red. It's

1 currently being designed and, and is anticipated
2 to go into construction in 2026.
3 The proposed project, known as
4 Norfolk to Wisner, would expand the existing
5 two-lane highway to a four-lane expressway. The
6 project would begin east of Norfolk, about
7 three-tenths of a mile east of the intersection
8 of US-275 and Nebraska Highway 57 at
9 approximately mile marker 86.
10 It would extend east and south to
11 approximately 17th Street in Wisner, near mile
12 marker 102, where it will tie into the existing
13 275 four-lane roadway.
14 Project grading and construction
15 would begin east of 57, but the environmental
16 study area extends west of Highway 57 to capture
17 potential construction transition elements such
18 as lining [sic] -- lighting, signage, and
19 construction traffic control.
20 The purpose of the project is to:
21 One, fulfill legislation intent
22 to continue development of the expressway system
23 identified in the 1988 Nebraska Highway Needs
24 Study;
25 Second, to improve regional

1 connectivity for vehicles in northeast Nebraska,
2 including commercial vehicles, by providing
3 important expressway connections with the
4 Nebraska highways of Highway 57 -- I'm sorry --
5 yeah, Highway 57, Highway 15, and Highway 51,
6 while maintaining convenient highway access for
7 communities in the area;
8 And, lastly, to maximize use of
9 the existing transportation infrastructure,
10 including connecting highways and right --
11 existing right-of-way, improve the condition of
12 the existing infrastructure, and maximize the
13 cost-effectiveness of the project.
14 The scope of the work. The
15 improvements of this project would use a 2+2
16 construction approach. This would expand the
17 existing two-lane highway to a four-lane
18 expressway by constructing a new parallel
19 two-lane roadway, including drainage structures,
20 that would be adjacent to the existing 275.
21 The existing two lanes of 275
22 would be resurfaced with the -- and the existing
23 bridges and drainage structures would be
24 repaired or replaced as needed.
25 In addition to the mainline 275

1 construction, the project may include
2 improvements to the 275 intersections with
3 Nebraska 57, Nebraska 15, and Nebraska 51, as
4 well as other various county roads.
5 The project history. In 2011,
6 Nebraska -- the Build Nebraska Act was enacted,
7 which provided additional funding for the
8 expressway system, including the US-275
9 corridor.
10 In 2016, the transportation
11 Innovation Act was enacted, which accelerated
12 highway capital improvement projects, also
13 including the US-275 corridor.
14 On this project, environmental
15 studies and prelim engineering began and a
16 public information meeting occurred in 2019.
17 After this initial meeting, NDOT pursued
18 additional federal grant funding for the project
19 and collaborated with resource agencies to
20 evaluate alternatives through 2022. In 2023, we
21 identified the preferred alternative in
22 partnership with FHWA and are holding today's
23 hearing.
24 On the 2+2 approach, the 2+2
25 construction concept would construct two new

1 lanes adjacent to the existing two lanes of
2 US-275 to create a four-lane corridor. Using
3 this 2+2 approach allows the improvements to be
4 constructed without a detour. While the new
5 lanes are being built on one side, traffic is
6 maintained on the existing lanes.
7 Once the new lanes are completed,
8 traffic is shifted onto the new lanes, one lane
9 in each direction, while the existing roadway
10 and bridges are repaired and resurfaced. Once
11 the repairs of the existing roadway are
12 complete, the new expressway segment would be
13 open to two lanes of traffic each direction.
14 This approach would minimize
15 traffic disruption, maximize use of the existing
16 roadway and minimize environmental and community
17 impacts.
18 Alternatives considered. There
19 were five alternatives that were developed, all
20 of which would meet the project purpose and
21 need.
22 When we presented the project in
23 2019, we expected to consider two alternatives.
24 The first alternative was widen to the north.
25 This would involve constructing a new parallel,

1 two-lane roadway north of existing 275.
2 And the second would be widen to
3 the south. All aspects of this alternative
4 would be the same as the widen north, except the
5 new road would be to the south of the existing
6 275.
7 Agency coordination and further
8 investigation identified a waterway which
9 warranted the development of three additional
10 alternatives to avoid it.
11 The first additional alternative
12 is the combined. This would be a combination of
13 the widen north to the widen south alternatives.
14 It was developed to avoid the waterway in the
15 south ditch near the Nebraska 15 east junction.
16 This would involve the new lanes being placed
17 south of US-275 for a majority of the corridor
18 but would flip to the north side between
19 approximately 575th Ave in Stanton County and
20 4th Road in Cuming County.
21 The fourth alternative is on
22 structure. This would use bridges to avoid and
23 minimize wetland impacts. It would be -- It
24 would be built with construction of new lanes on
25 either side of the existing lanes. A

1 preliminary review indicated that approximately
2 12 new bridges would be required, totaling
3 nearly 2.5 miles in length.
4 The last alternative is the widen
5 south plus a shift. This follows the same
6 alignment as the south alternative, except
7 between 575th Ave in Stanton County and 2nd Road
8 in Cuming County, in that area, the eastbound
9 lanes would shift approximately 150 feet to the
10 south to avoid the waterway in the south ditch
11 of the existing roadway.
12 To identify a preferred
13 alternative, NDOT evaluated impacts and
14 considered input from the public, as well as
15 federal and state resources. For this project,
16 the widen south and shift was the selected --
17 was selected as the preferred alternative
18 because it best fits the purpose and need while
19 considering any potential environmental, social,
20 and economic impacts.
21 This slide shows a typical
22 section within the proposed project. The new
23 roadway would be constructed on the south side
24 of the existing roadway. There would be two
25 12-foot lanes with an 8-foot paved shoulder on

1 the outside and 4-foot paved shoulder on the
2 inside. NDOT would resurface and reuse the
3 existing road to preserve the existing access,
4 access -- asset -- excuse me -- save costs, and
5 reduce time to complete the project. The
6 majority of the median would be approximately
7 54-foot wide, but there are areas where the
8 median would be wider.
9 In the hills on the west, the
10 median would be approximately 78- to 92-feet
11 wide. The reason for this differing median
12 width is due to the new lanes being constructed
13 at a different elevation and the addition of the
14 snow control in certain areas.
15 In the vicinity of the Nebraska
16 15 east junction, the median is 200-foot wide to
17 accommodate the widen south and shift
18 alternative which avoid the waterway. It
19 would -- It would look like at -- Sorry. Excuse
20 me. If you would look [sic] a little closer at
21 these median widths, please see the scroll maps
22 in the lobby after the presentation.
23 Now I hand it to Jason to discuss
24 the draft environmental assessment and potential
25 impacts.

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

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

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

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

1 privately owned and used for farmers' markets
2 and other activities. No impacts are
3 anticipated to this site.
4 The second is the Sharpe
5 Homestead archaeological site located south of
6 the existing highway, near the west junction of
7 US-275 and N-15. This is believed to be the
8 location of the first homestead in Stanton
9 County and dates back to 1865. The project
10 would have an adverse effect on this historic
11 project -- on this historic site, which would be
12 handled by an archeological data recovery in
13 accordance with Section 106 of the Historic
14 Preservation Act.
15 Impacts to wetlands and waterways
16 are anticipated and would require a Clean Water
17 Act Section 404 individual permit from the U.S.
18 Army Corp of Engineers.
19 The project, as proposed, would
20 impact approximately 13 acres of wetland and
21 stream channel impacts -- or, resources. Water
22 resource impacts would be mitigated at
23 appropriate sites that may include off-site
24 locations, but generally within the US-275
25 corridor.

1 The project is anticipated to
2 impact the Wisner Pilger Public Schools track
3 and practice fields and would require
4 acquisition of right-of-way and easements for
5 construction of an offset right-turn lane at
6 21st Street and realignment of 18th Street. A
7 portion of the practice field in the southwest
8 corner of the property would be acquired and
9 would require relocation of a shot put and
10 discus pad. The final location of the new pad
11 would be determined through coordination with
12 the school. The unused shot put and discus pad
13 southeast of the track and football field would
14 be removed. This acquisition would not affect
15 the continued use of the field for practice.
16 Impacts on the property would be
17 considered a "use" under Section 4(f) of the
18 Transportation Act of 1966. Section 4(f) was
19 intended to protect historic properties, parks,
20 and recreational areas. Impacts are not
21 anticipated to adversely affect the use or
22 enjoyment of the school property. Access to and
23 the use of the property would be maintained.
24 There are a few other impacts
25 that we'd like to mention. Right of way would

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

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

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

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

1 MR. McCULLOUGH: So in traffic
2 accommodations, the project would be constructed
3 in two segments along US-275. The west segment
4 goes from N -- Nebraska 57 to approximately one
5 mile east of the Nebraska 15 east junction. The
6 east segment starts one mile east of the
7 Nebraska 15 east junction and continues to the
8 west end of -- to the west end of Wisner. Both
9 segments would be constructed under traffic,
10 with one -- with lane closures controlled by
11 appropriate traffic control devices and
12 practices.
13 Temporary surfacing may be
14 required to accommodate phase construction.
15 Short detours for county roads may be needed to
16 construct intersections, but adjacent county
17 roads would not be closed at the same time.
18 Access to adjacent properties would be
19 maintained during construction, but may be
20 limited at times due to traffic-phasing
21 requirements.
22 Now let's talk about schedule and
23 cost. Our timeline starts with today's public
24 hearing. Many activities need to occur before
25 the construction can start, including final

1 design, right-of-way acquisition, and NDOT
2 awarding the project to a contractor.
3 Construction is anticipated to
4 begin in spring of 2025 with an anticipated
5 completion date in 2028. Project costs are
6 estimated at $104 million.
7 Now let's go back to the 275
8 expressway overview. The Scribner to West Point
9 segment is under construction with an
10 anticipated completion in 2024, with an
11 estimated cost of $90 million.
12 Today's project, Norfolk to
13 Wisner, is currently in design, with
14 construction anticipated to start in 2025. Its
15 estimated cost is 104 million.
16 And, lastly, the Wisner to West
17 Point segment is currently being designed and is
18 anticipated to go to construction in 2026, with
19 an estimated cost of $90 million. This project
20 would not be eligible for federal aid.
21 The total construction cost for
22 all three segments is 284 million on the entire
23 275 corridor, and the entire 275 is expected to
24 be complete in 2029.
25 With that, I'm going to turn it

1 over to Sarah Soula.
2 MS. SOULA: All right. The draft
3 environmental assessment is available at the
4 locations listed on the screen or on the project
5 website. Comments will be collected through
6 January 22nd, 2024. For those without internet
7 access, information may be obtained at the NDOT
8 headquarters or by contacting Lucas Nelsen or
9 Kevin Domogalla.
10 The final EA will address
11 comments we've received during the comment
12 period. We will -- We will provide a response
13 to those who raise a question, need further
14 clarification, or specifically request a
15 response. We will consider every comment before
16 we move forward with this project. The final EA
17 will be posted on the NDOT website once it's
18 completed, including the comments provided
19 throughout the comment period.
20 We are now ready to hear from
21 you. The panel is here to listen. Please note,
22 we won't be providing responses tonight because
23 we want time to consider your comments and
24 concerns. All comments will be recorded by our
25 court reporter.

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

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

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

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

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

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

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

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

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

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

MS. SOULA: Okay. We'll --

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

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

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

MR. SODEN: Thank you.

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

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

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

MS. SOULA: Thank you.

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

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

MS. SOULA: Thank you.

Do we have any other comments this evening?

1 MR. SCHWARTZ: Yeah. Martin
2 Schwartz. My last name is S-C-H-W-A-R-T-Z. I
3 know we're not supposed to duplicate, but what
4 he just said about J-turns is exactly right.
5 They're terribly, terribly undersized. They're
6 not safe. They don't accommodate truck traffic.
7 I have, roughly, a 65-, 70-foot long
8 tractor-trailer combination. And the one down
9 by Humphrey, it's not even remotely safe. You
10 can barely make the U-turn, and then you don't
11 have any way to accelerate and remerge. It's
12 terrible. Plain and simple, it's terrible.
13 We're supposed to have an
14 expressway system here. You should be doing
15 overpasses, is what you should be doing.
16 They've got them down by Fremont. They've got
17 an elevated expressway on Dodge. They finished
18 Dodge Street all the way out. You've got a
19 bypass around Lincoln and now a bypass around
20 Fremont. We deserve a bypass or overpass, not
21 J-turns. We don't deserve it. We've been
22 paying the same tax everybody else has since
23 1989, the five cent fuel tax. We deserve
24 overpasses. Thank you.
25 MS. SOULA: Thank you.

Any additional comments?

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

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

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

1 going slow because they're going 75 three miles
2 down the road -- instantly, right away, you can
3 see it on the four lane.
4 With that being said, having to
5 cross the highway to do what you're trying to
6 make people do -- I'm glad I won't, won't have
7 to put up with this nonsense if that does go
8 through. I will be out of here in 20 years or
9 whatever -- because this is an embarrassment for
10 Nebraska, in my opinion. Thank you.
11 MS. SOULA: Another -- Yes?
12 MR. KALLHOFF: Hi. My name's Dan
13 Kallhoff. Last name's K-A-L-L-H-O-F-F, and I
14 guess my question is: Has a traffic study been
15 done on Highway 15 as far as truck traffic? We
16 live in Pilger. I'm guessing there's a hundred
17 to 200 semis that use Highway 15 on a daily
18 base, and a lot of that truck traffic has to
19 exit and enter the intersection at 275 and 15.
20 I guess my concern is how long are the exit and
21 entry lanes for semis? Is that lane going to be
22 long enough to hold four or five semis at a time
23 to make the turn? Thank you.
24 MS. SOULA: Any other comments
25 this evening? Seeing as there's no additional

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

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

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

Thank you for your time and participation this evening.

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

1 C E R T I F I C A T E

2 STATE OF NEBRASKA)
)ss
3 COUNTY OF DOUGLAS)

4 I, Vickie L. Quinn, Stenographic Court
5 Reporter and General Notary Public for the State
6 of Nebraska, do hereby certify that NDOT meeting
7 as above set forth is a true and direct
8 extension of my stenotype notes taken at the
9 aforesaid time and reduced to print by means of
10 computer-aided transcription;
11 That I am not counsel, employee or
12 relative of either party or otherwise interested
13 in the outcome of this event.
14 IN TESTIMONY WHEREOF, I have placed my hand
15 and seal this 25th day of January, 2024.
16 ss// Matthew R. Quinn
MATTHEW R. QUINN
17 GENERAL NOTARY PUBLIC
18
19
20
21
22
23
24
25

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Public Comments

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Terry L Soden
PO Box 824
Wisner, NE 68791

April 1, 2024

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

Dear Stakeholder:

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

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

Sincerely,

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

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Bob Lueninghoener
84121 570 Ave
Stanton, NE 68779

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

Sincerely,

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

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Troy Kimble
704 Hwy 275
Wisner, NE 68791

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Martin Schwartz
56340 Hwy 275
Stanton, NE 68779

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Alan Hoehne
84285 570 Ave
Stanton, NE 68779

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

Sincerely,

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

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Dan Kallhoff
204 W Oak St
Pilger, NE 68768

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

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

> Some people who received this message don't often get email from aaron.becker@pilgercoop.com. Learn why this is important

Good Afternoon Lucas,

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

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

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

Appreciate it,

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

Farmers Co-op

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

Form Results

Project
Norfolk - Wisner

Project URL
https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/

Full Name
Aaron Becker

Email
aaron.becker@pilgercoop.com

Address
84107 574 Ave.

City
Pilger

State
Nebraska

Zip
68768

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

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

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

Tony Bui
Public Involvement Manager

Nebraska Department of Transportation
OFFICE 402-479-4994
CELL 402-326-2316
tony.bui@nebraska.gov
dot.nebraska.gov | Twitter

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

All,

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

Steve McCullough
Assistant Design Engineer – NDOT Roadway

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

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

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

All –

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

Thank you!

Tony Bui
Public Involvement Manager

Nebraska Department of Transportation
OFFICE 402-479-4994
CELL 402-326-2316
tony.bui@nebraska.gov
dot.nebraska.gov | Twitter

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

Shannon / Tony,

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

Steve McCullough
Assistant Design Engineer – NDOT Roadway

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

> You don't often get email from aaron.becker@pilgercoop.com. Learn why this is important

Good Afternoon Steve,

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

I've been told there are a few individuals that are trying to arrange a meeting concerning this and I will be a part of that as well, but I'm not sure if you have any suggestions or advice on what can take place from this point? The short visit we had in Wisner, you seemed to be more reasonable than others, so that's why you're the lucky one to get an email from me.

We're looking for some help.

Appreciate your time,

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

Farmers Co-op

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Aaron Becker
84107 574 Ave
Pilger, NE 68768

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

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

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

Sincerely,

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

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

> You don't often get email from randy.oertwich@ufarm.com. Learn why this is important

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

Lucas,
I am a landowner along proposed 4 lane from Wisner to Hwy 57.
I own land personally and also am shareholder in Bojak Inc.
At last meeting they had moved new construction by 15 south to the north side which had effected 4 homesites. Did they move it back to south side where it had always been ?
I have supported the 4 lane since first talked about in a meeting in Pilger in 1985.
Thanks,
Randy

Randy Oertwich

LAND MANAGER | SALES ASSOCIATE

UFARM
UNITED FARM & RANCH MANAGEMENT
Your Trusted Partner.

SERVING LANDOWNERS 90+ YEARS SINCE 1931

O: (402) 371-0065 | **C:** (402) 649-0777 | Randy.Oertwich@ufarm.com
800 W. Benjamin Avenue | Suite B | Norfolk, NE 68701
UFARM.COM

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

Tony Bui
Public Involvement Manager

Nebraska Department of Transportation
OFFICE 402-479-4994
CELL 402-326-2316
tony.bui@nebraska.gov
dot.nebraska.gov | **Twitter**

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

Form Results

Project
Norfolk - Wisner

Project URL
https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/

Full Name
Randy Oertwich

Email
randy.oertwich@ufarm.com

Address
57387 hwy 275

City
pilger

State
Nebraska

Zip
68768

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

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Randy Oertwich
57387 Hwy 275
Pilger, NE 68768

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

Sincerely,

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

Phone Log

Date:	Time:
12/20/23	10 AM

Caller	Receiver
Name: Ann Dietrich	Name: Lucas Nelsen
Company:	Company: NDOT PI
Address:	Address: 1500 NE Parkway, Lincoln, NE 68502
Phone No.: 720-344-2145	Phone No.: 402-479-3890

Re: CN 32319 - Norfolk - Wisner

Discussion:

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

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

Resolution:

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

☐ For Your Concurrence

☒ For Your Information

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Ann Dietrich

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

Samantha Huebner

Vicki Kramer, Director
Department of Transportation

MAILING ADDRESS
PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS
1500 Nebraska Parkway
Lincoln, NE 68502

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

dot.nebraska.gov

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

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

Please submit your written comments by January 22, 2024.

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

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

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

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

What is your overall satisfaction with the proposed project?

Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied
○	○	○	○	○

Name: (Please Print) _____

Address: _____

City, State, Zip: _____

Phone: _____ *Email:* _____

Written comments submitted to NDOT 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.

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Anonymous

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

U.S. Department of Transportation
Federal Highway Administration

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Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

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

Please submit your written comments by January 22, 2024.

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

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

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

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

What is your overall satisfaction with the proposed project?

Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied
○	○	○	○	✓

Name: *(Please Print)* Thomas B Donner

Address: P.O. Box 32

City, State, Zip: Wisner NE 68791

Phone: See above → Email:

Written comments submitted to NDOT 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.

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Thomas B Darner
PO Box 32
Wisner, NE 68791

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

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

Re: CN 32319 Public Hearing

Hi Lucas,

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

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

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

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

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

I encouraged Scott to turn in comments.

Thank you.

Scott

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Sharon Garvin
1118 Sherman St
Wayne 68787

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

Sincerely,

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

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DEC 27 2023
COMMUNICATION DIVISION

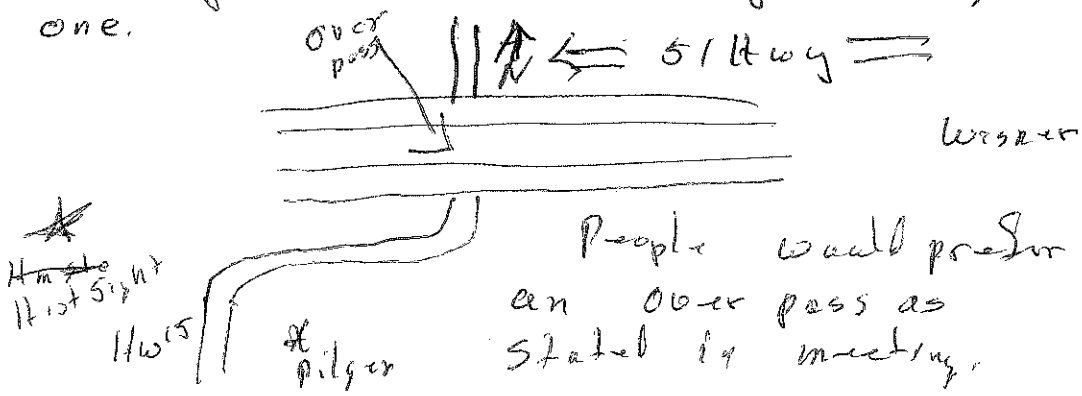
Dec 23, 2023

To Whom it may Concern.

Enjoyed the public Hearing on Hw 275 from Stanton to Hw 57 to Wisner.

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

3 Hwy intersections — why not only one.



People would prefer an over pass as stated in meeting.

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

Don Jackson djdjkj@gmail.com

Daniel Jackson
2203 Koenigstein Ave.
Norfolk, NE 68701

OMAHA NE 680
23 DEC 2023 PM 3 L

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DEC 27 2023
COMMUNICATION DIVISION

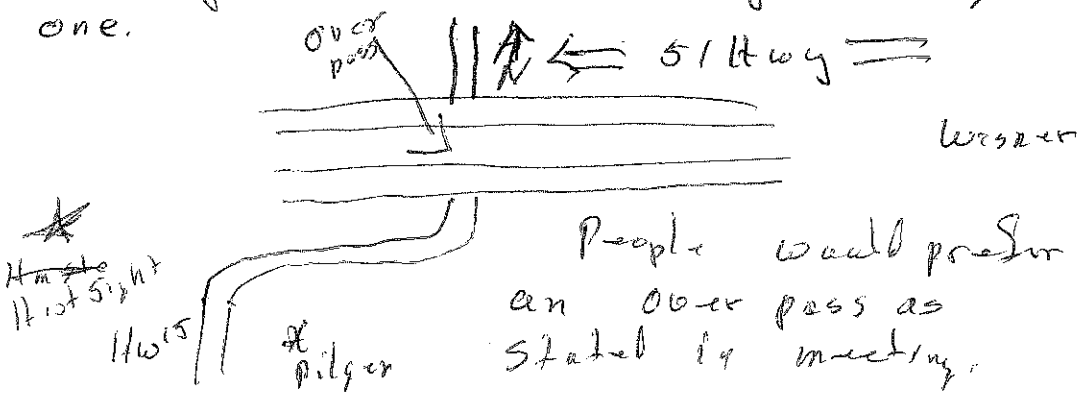
Lucas Nelson
NDOT Public Involvement
PO Box 94759
Lincoln, NE 68509
4759

68509-475959

Hwy 275 from Stanton to Hwy 57 to Wisner.

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

3 Hwy intersections — why not only one.



People would prefer an over pass as stated in meeting.

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

Dan Jackson djdjkj@gmail.com

U.S. Department of Transportation
Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

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

Please submit your written comments by January 22, 2024.

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

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

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

What is your overall satisfaction with the proposed project?

Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied
○	○	○	○	☒

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

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

Written comments submitted to NDOT 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.

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Jim Pillen, Governor

Daniel Jackson
2203 Koenigstein Ave
Norfolk, NE 68701

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

Sincerely,

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

U.S. Department of Transportation
Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

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

Please submit your written comments by January 22, 2024.

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

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

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

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

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

What is your overall satisfaction with the proposed project?

Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied
○	○	○	○	○

Name: (Please Print) Roger Kuester
Address: 1200 Avenue E
City, State, Zip: Wisner, Nebraska 68791
Phone: 402-380-5030 Email: rogerkuester2@gmail.com

Written comments submitted to NDOT 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.

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Jim Pillen, Governor

Roger Kuester
1200 Ave E
Wisner, NE 68791

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

U.S. Department of Transportation
Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

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

Please submit your written comments by January 22, 2024.

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

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

Ask Brandie if questions
Page 3-5
Figure 3-1
Access at S Road relative to property

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

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

What is your overall satisfaction with the proposed project?

Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied
○	○	○	○	○

Name: (Please Print) DAVID METSCHKE
Address: 1111 AVE D
City, State, Zip: WISNER NE 68791
Phone: 402-719-0741 Email:

Written comments submitted to NDOT 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.

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

David Metschke
1111 Ave D
Wisner, NE 68791

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

U.S. Department of Transportation
Federal Highway Administration

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PUBLIC COMMENT SHEET

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

Please submit your written comments by January 22, 2024.

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

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

Square off 18th St. @ US 275 US 275 US 275

Pedestrian overpass at 18th St & US 275

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

What is your overall satisfaction with the proposed project?

Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied
○	○	○	○	○

Name: *(Please Print)* Al Vacanti

Address: 3122 So. 145th St.

City, State, Zip: Omaha, NE, 68144

Phone: 308-430-3904 Email:

Written comments submitted to NDOT 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.

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Al Vacanti
3122 S 145th St
Omaha, NE 68144

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

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

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

Form Results

Project
Norfolk - Wisner

Project URL
https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/

Full Name
Jim Lange

Email
jimlange@yahoo.com

Address
1900 N. 17th Circle.

City
Norfolk

State
Nebraska

Zip
68701

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

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

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Jim Lange
1900 N 17th Cir
Norfolk, NE 68701

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

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

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

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

> You don't often get email from bmaas@stanton.net. Learn why this is important

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

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

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

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

Regards,

Brad Maas
Maas Feedlots LLC

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Brad Maas
83928 569 Ave
Stanton, NE 68779

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

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

> Some people who received this message don't often get email from alexandercattle@gmail.com. Learn why this is important

Dear Sirs;

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

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

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

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

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

Regards;

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

Phone Log

Date:	Time:
12-26-23	AM

Caller	Receiver
Name: JD Alexander	Name: Kevin Domogalla
Company:	Company: NDOT
Address:	Address: 408 North 13th St
Phone No.:	Phone No.: 402-370-3470

Re: CN 32319 - Norfolk - Wisner

Discussion:

Spoke to JD Alexander this morning. He owns land near Humbug Creek and the east Highway 15 junction. He was asking for additional or relocated drives. He understands our controlled access policy and the desire to combine drives and reduce the number of entrances but he may pursue further in ROW negotiations.
He does have a drain tile and lift station approximately 563 right. I encouraged him to bring this up to the negotiator when contacted to ensure we have shown all subsurface impacts in the offer.

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

Resolution:

☐ For Your Concurrence

☒ For Your Information

Phone Log

Date:	Time:
12/27/23	

Caller	Receiver
Name: JD Alexander	Name: Lucas Nelsen
Company:	Company: NDOT PI
Address:	Address: 1500 NE Parkway, Lincoln, NE 68502
Phone No.: 402-649-1510	Phone No.: 402-479-3890

Re: CN 32319 - Norfolk - Wisner

Discussion:

(Voicemail)

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

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

Resolution:

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

☐ For Your Concurrence

☒ For Your Information

Phone Log

Date:	Time:
1/11/24	

Caller	Receiver
Name: JD Alexander	Name: Lucas Nelsen
Company:	Company: NDOT PI
Address: 57555 841 1/2th Rd, Pilger, NE 68768	Address: 1500 NE Parkway, Lincoln, NE 68502
Phone No.: 402-649-1510	Phone No.: 402-479-3890

Re: CN 32319 - Norfolk - Wisner

Discussion:

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

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

Resolution:

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

- ☐ For Your Concurrence
- ☒ For Your Information

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

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

April 1, 2024

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

Dear Stakeholder:

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

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

Sincerely,

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

U.S. Department of Transportation
Federal Highway Administration

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Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

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

Please submit your written comments by January 22, 2024.

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

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

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

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

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DEC 27 2023
COMMUNICATION DIVISION

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

What is your overall satisfaction with the proposed project?

Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied
○	○	○	○	✓

Name: (Please Print) Scott Haber. Operations Mgr. Cuming Co. PPD
Address: 500 S. Main St.
City, State, Zip: West Point NE 68788.
Phone: 402-380-0249 Email: shaber@ccppd.com

Written comments submitted to NDOT 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.

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Scott Haber
500 S Main St
West Point, NE 68788

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

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

> You don't often get email from starhusker78@gmail.com. Learn why this is important

Hello,

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

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

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

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

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

Jeremy Starzec
Wayne, NE

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Jeremy Starzec

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

Phone Log

Date:	Time:
1/10/24	10 AM

Caller	Receiver
Name: Mark Melcher	Name: Kevin Domogalla
Company:	Company: NDOT
Address:	Address: 408 North 13th St
Phone No.: 402-750-0139	Phone No.: 402-370-3470

Re: CN 32319 - Norfolk - Wisner

Discussion:

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

Resolution:

- ☐ For Your Concurrence
- ☒ For Your Information

Phone Log

Date:	Time:
1/11/24	

Caller	Receiver
Name: Mark Melcher	Name: Lucas Nelsen
Company:	Company: NDOT PI
Address: 569th Ave	Address: 1500 NE Parkway, Lincoln NE 68502
Phone No.: 402-750-0139	Phone No.: 402-479-3890

Re: CN 32319 - Norfolk - Wisner

Discussion:

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

Resolution:

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

- ☐ For Your Concurrence
- ☒ For Your Information

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Mark Melcher
84169 569 Ave
Stanton, NE 68779

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

Sincerely,

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

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

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

Please submit your written comments by January 22, 2024.

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

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

I'm very happy that completion of this project is finally scheduled.
My concern is the 4 mile block that doesn't allow left turns. There are many cattle trailer semi's and farm equipment that takes that stretch of Hwy 275. Not being able to cross that stretch of Hwy 275 is going to cause problems.
Hwy 275 gets a LOT of semi tractor traffic.
If traffic is backed up for a J turn - it will cause problems.
I think you are seriously underestimating the amount of farm equipment that travels on Hwy 275. There are many bridges in Stanton County that farm equipment can't travel over and so they are forced to take the highway.

RECEIVED
JAN 11 2024
COMMUNICATION DIVISION

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

What is your overall satisfaction with the proposed project?

Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied
○	○	○	●	○

Name: (Please Print) Diane Davies
Address: 200 W. Oak St.
City, State, Zip: Pilger NE 68768
Phone: (402) 396 6569 Email:

Written comments submitted to NDOT 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.

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Diane Davies
200 W Oak St
Pilger, NE 68768

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

Sincerely,

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

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

Form Results

Project
Norfolk - Wisner

Project URL
https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/

Full Name
Ryan D Kruger

Email
ryan.kruger@pilgercoop.com

Address
84148 569 Ave

City
Stanton

State
Nebraska

Zip
68779

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

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

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Ryan D Kruger
84148 569 Ave
Stanton, NE 68779

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

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

Form Results

Project
Norfolk - Wisner

Project URL
https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/

Full Name
Crystal Ramaker

Email
crystal.ramaker82@gmail.com

Address
84277 569TH AVE

City
STANTON

State
Nebraska

Zip
68779

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

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Crystal Ramaker
84277 569th Ave
Stanton, NE 68779

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

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

Tony Bui
Public Involvement Manager

Nebraska Department of Transportation
OFFICE 402-479-4994
CELL 402-326-2316
tony.bui@nebraska.gov
dot.nebraska.gov | **Twitter**

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

Form Results

Project
Norfolk - Wisner

Project URL
https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/

Full Name
Bret Burtwistle

Email
bretburtwistle@yahoo.com

Address
83761 567Ave

City
Stanton

State
Nebraska

Zip
68779

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

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Bret Burtwistle
83761 567 Ave
Stanton, NE 68779

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

Sincerely,

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

Phone Log

Date:	Time:
1/16/24	

Caller	Receiver
Name: Mike and Jeanne Lance	Name: Lucas Nelsen
Company:	Company: NDOT PI
Address:	Address: 1500 NE Parkway, Lincoln, NE
Phone No.: 402-396-3718	Phone No.: 402-479-3890

Re: CN 32319 - Norfolk - Wisner

Discussion:

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

Resolution:

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

- ☐ For Your Concurrence
- ☒ For Your Information

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Mike & Jeanne Lance

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

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

FYI.

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

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

Tony Bui
Public Involvement Manager

Nebraska Department of Transportation
OFFICE 402-479-4994
CELL 402-326-2316
tony.bui@nebraska.gov
dot.nebraska.gov | **Twitter**

From: noreply@nebraska.gov <noreply@nebraska.gov>
Sent: Saturday, January 20, 2024 3:47 PM
To: NDOT, Public Involvement <ndot.PublicInvolvement@nebraska.gov>
Subject: Comment Inquiry for Norfolk - Wisner

Form Results

Project
Norfolk - Wisner

Project URL
https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/

Full Name
Alan Hoehne

Email
ahoehne@stanton.net

Address
84285 570 Ave

City
Stanton

State
Nebraska

Zip
68779

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

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

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

Tony Bui
Public Involvement Manager

Nebraska Department of Transportation
OFFICE 402-479-4994
CELL 402-326-2316
tony.bui@nebraska.gov
dot.nebraska.gov | **Twitter**

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

Form Results

Project
Norfolk - Wisner

Project URL
https://dot.nebraska.gov/projects/future-projects/norfolk-wisner/

Full Name
Alan Hoehne

Email
ahoehne@stanton.net

Address
84285 570 ave

City
Stanton

State
Nebraska

Zip
*68779

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

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Alan Hoehne
84285 570 Ave
Stanton, NE 68779

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

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

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

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

Please submit your written comments by January 22, 2024.

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

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

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

RECEIVED
JAN 19 2024
COMMUNICATION DIVISION

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

What is your overall satisfaction with the proposed project?

Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied
○	○	○	○	○

Name: (Please Print) Mike Herbolsheimer
Address: 84228 570 Ave
City, State, Zip: Stanton NE 68779
Phone: 402-439-5137 *Email:* cin1958@hotmail

Written comments submitted to NDOT 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.

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Mike Herbolsheimer
84228 570 Ave
Stanton, NE 68779

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

Phone Log

Date:	Time:
1/19/24	11:30 AM

Caller	Receiver
Name: David Oligmueller	Name: Lucas
Company:	Company: NDOT
Address: 420 E Oak, Pilger, NE 68768	Address: 1500 Nebraska Parkway, Lincoln, NE 68502
Phone No.: 402-750-4556	Phone No.: 402-479-3890

Re: CN 32319 - Norfolk - Wisner

Discussion:

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

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

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

Resolution:

- ☐ For Your Concurrence
- ☒ For Your Information

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

David Oligmueller
420 E Oak St
Pilger, NE 68768

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

Sincerely,

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

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

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

Please submit your written comments by January 22, 2024.

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

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

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

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

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

RECEIVED
JAN 22 2024
COMMUNICATION DIVISION

RECEIVED
JAN 22 2024
COMMUNICATION DIVISION

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

What is your overall satisfaction with the proposed project?

Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied
○	○	●	○	○

Name: (Please Print) Kayla Roth Kuxhauser
Address: 458 S Rd
City, State, Zip: Wisner, NE 68791
Phone: 402-380-1753 Email: rothkuxhauser2017@yahoo.com

Written comments submitted to NDOT 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.

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Kayla Roth Kuxhauser
458 S Rd
Wisner, NE 68791

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

Sincerely,

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

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

> You don't often get email from sojive5@gmail.com. Learn why this is important

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

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

1. From the information posted online, it is my understanding that the new portion of the highway will be
constructed north of the existing highway. I am wondering why that was chosen rather than the south side.
2. How much of my land, an estimate by feet and acres will be affected. This is all prime farmland and like others, there will be a loss of income.

Your answers to these questions will be greatly appreciated.
Sincerely,
Beverly So
4407 Terra Lane
Saint Joseph, MI 49085
574-360-9535

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Beverly So
4407 Terra Ln
Saint Joseph, MI 49085

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

Sincerely,

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

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

Include this to receive a response.

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

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

Tony … please log this email into public comments.

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

Steve McCullough
Assistant Design Engineer – NDOT Roadway

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

> You don't often get email from carmenjoan65@hotmail.com. Learn why this is important

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

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

Gary Godbersen
804 Hwy 51
Wisner, NE 68791

April 1, 2024

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

Dear Stakeholder:

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

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

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

Sincerely,

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

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

> Some people who received this message don't often get email from jddalexandercattle@gmail.com. Learn why this is important

Gentlemen,

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

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

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

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

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

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

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

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

April 1, 2024

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

Dear Stakeholder:

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

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

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

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

Sincerely,

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

Landowner and Stakeholder Meeting

U.S. Department of Transportation
Federal Highway Administration

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DEPARTMENT OF TRANSPORTATION

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

Stakeholder Meeting
Your attendance and participation is appreciated.

Name	Contact Information (Optional)	
Please Print KEVIN DONOGALLA	Address 408 N 13TH ST City/Zip NORFOLK 68701	Phone Number 402-370-3470 Email Address KEVIN.DONOGALLA@NEBRASKA.GOV
Please Print Khalil Jaber	Address 1500 Parkway City/Zip LINCOLN NE 68509	Phone Number 402-326-2382 Email Address khalil.jaber@nebraska.gov
Please Print [illegible]	Address 1500 Parkway City/Zip [illegible] NE	Phone Number — Email Address
Please Print Mick Syslo	Address NDOT City/Zip	Phone Number Email Address 402-326-4601
Please Print Gary Klug	Address 568 Ave City/Zip Stanton NE	Phone Number 402-841-4986 Email Address
Please Print Bret Durtwistle	Address 83761 567 Ave City/Zip Stanton	Phone Number 402 920-0184 Email Address
Please Print Brad Maas	Address 83928 569 Ave City/Zip Stanton	Phone Number Email Address 402 640 2956
Please Print Randy Oertwich	Address 57387 Hwy 275 City/Zip Pilger Ne 68768	Phone Number 402 649-0777 Email Address randy.oertwich@wfarm.com

Tuesday, January 16, 2024; 4:00 – 5:30 PM; (NDOT) Norfolk 30101 Building District 3 Basement Conference Room, 408 N 13th St, Norfolk, NE 68701

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

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

Stakeholder Meeting
Your attendance and participation is appreciated.

Name	Contact Information (Optional)	
Please Print Jim Shefter	Address 56687 842 Rd City/Zip Stanton NE 68779	Phone Number 402-649-1794 Email Address
Please Print J. Scott Burtwistle	Address 404 6th City/Zip Stanton, Ne. 68779	Phone Number 402-649-2790 Email Address
Please Print Sam Burtwistle	Address 84170-569 ave City/Zip Stanton, Ne 68779	Phone Number 402-649-9160 Email Address
Please Print Robert Lueninghoener	Address 84121-570 Ave City/Zip Stanton NE. 68779	Phone Number 402-649-5207 Email Address
Please Print Kris Lueninghoener	Address 84121-570 Ave City/Zip Stanton, NE 68779	Phone Number 402-649-8452 Email Address
Please Print Alan Hoehne	Address 84285 570 Ave City/Zip Stanton Ne 68779	Phone Number 402 439 5174 Email Address
Please Print Kim Hoehne	Address 84285 570 Ave City/Zip Stanton NE 68779	Phone Number Email Address 402-439-5174
Please Print Mark Melcher	Address 84216 569 Ave City/Zip Stanton NE 68779	Phone Number 402 750-0139 Email Address cisco@stanton.net

Tuesday, January 16, 2024; 4:00 – 5:30 PM; (NDOT) Norfolk 30101 Building District 3 Basement Conference Room, 408 N 13th St, Norfolk, NE 68701

U.S. Department of Transportation
Federal Highway Administration

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

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

Stakeholder Meeting

Your attendance and participation is appreciated.

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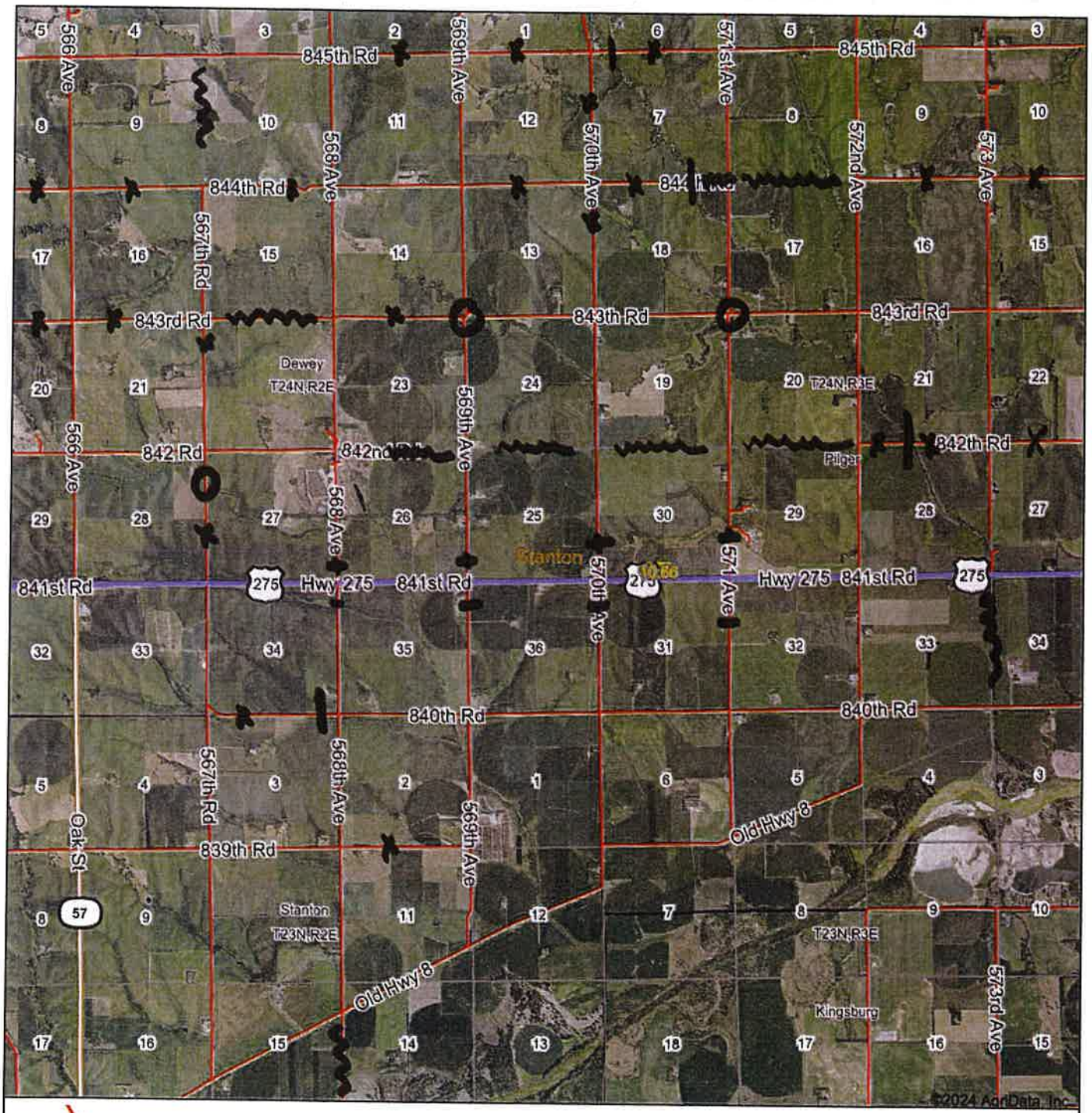
Please Print	*Address* *City/Zip*	*Phone Number* *Email Address*
Please Print	*Address* *City/Zip*	*Phone Number* *Email Address*

Tuesday, January 16, 2024; 4:00 – 5:30 PM; (NDOT) Norfolk 30101 Building District 3 Basement Conference Room, 408 N 13th St, Norfolk, NE 68701

Aerial Map



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

0ft 6217ft 12433ft

Farmers Co-op

Maps Provided By:

surety CUSTOMIZED ONLINE MAPPING

© AgriData, Inc. 2023 www.AgriDataInc.com

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

30-24N-3E
Stanton County
Nebraska

N W E S

1/16/2024

~~~ = No Road
X = MMR
O = Lowton or bad bridge
~~~

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

January 29, 2024

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

Dear Attendees:

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

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

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

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

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

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

Sincerely,

Vicki Kramer
Director

Vicki Kramer, Director
Department of Transportation

MAILING ADDRESS
PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS
1500 Nebraska Parkway
Lincoln, NE 68502

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

dot.nebraska.gov

Design Modification Update Letter

NEBRASKA

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DEPARTMENT OF TRANSPORTATION

Jim Pillen, Governor

April 1, 2024

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

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

Dear Stakeholder:

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

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

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

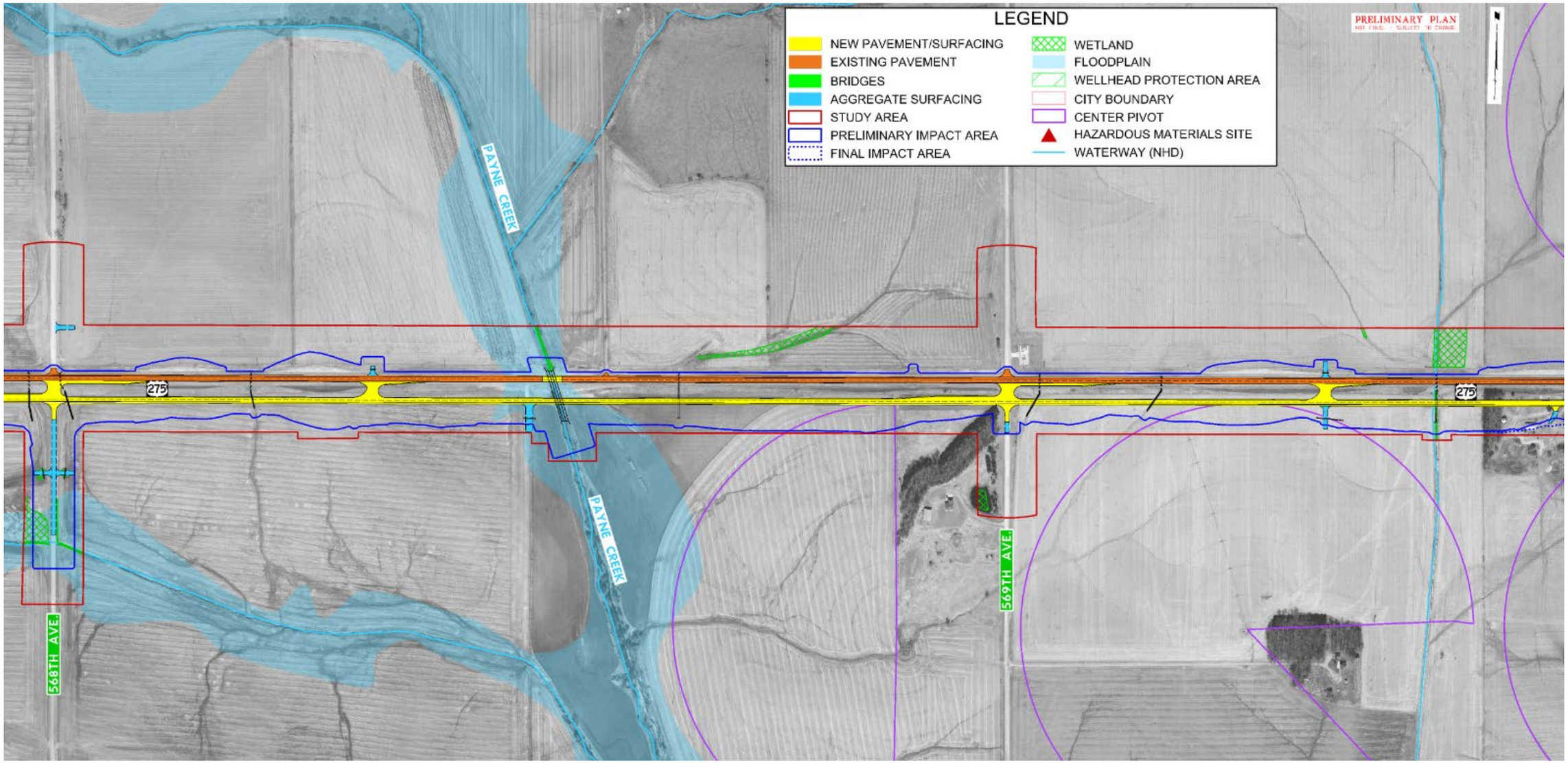
Any questions or comments regarding this project should be submitted to: Samantha Huebner, Public Involvement Specialist, Nebraska Department of Transportation, PO Box 94759, Lincoln, NE 68509-4759; samantha.huebner@nebraska.gov; (402) 479-4303. For further information, contact Kevin Domogalla, NDOT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

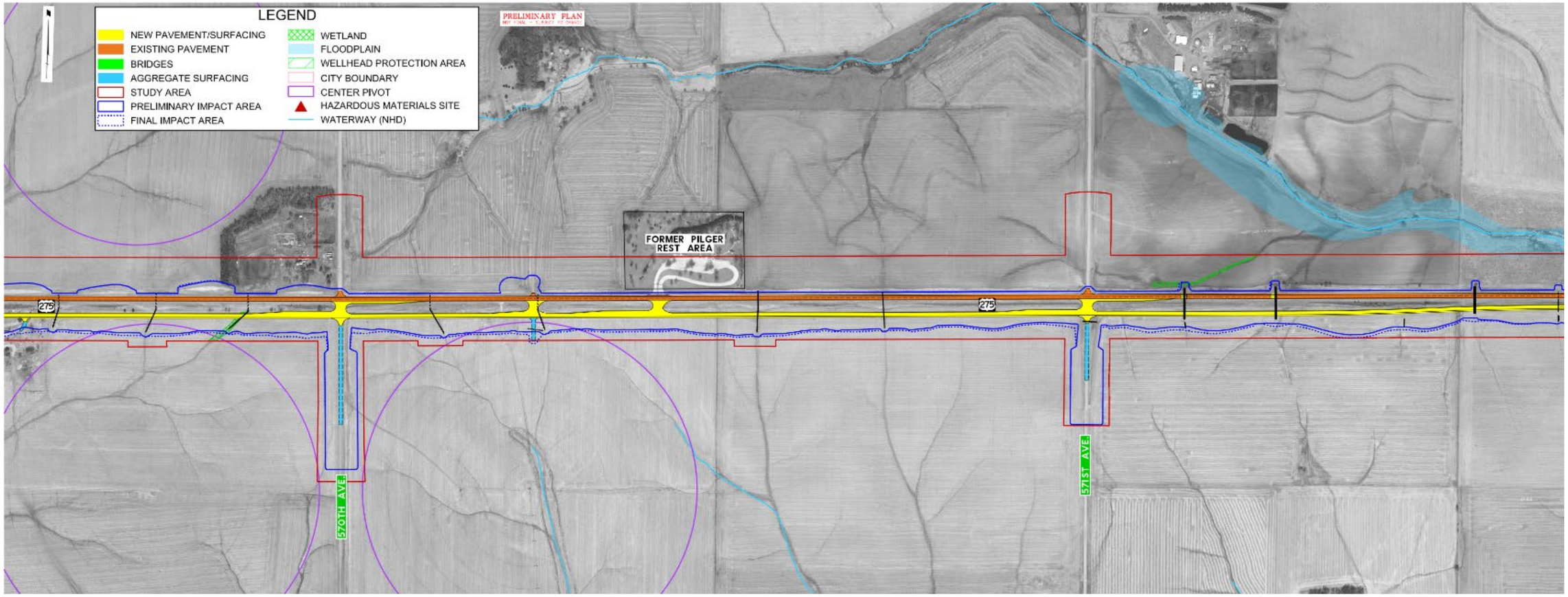
NDOT has worked to develop this project to minimize inconvenience and hardships. We are dedicated to improving Nebraska's highway system and with your help we can achieve this goal.

Sincerely,

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

Updated Scroll Maps


LEGEND
NEW PAVEMENT/SURFACING
EXISTING PAVEMENT
BRIDGES
AGGREGATE SURFACING
STUDY AREA
PRELIMINARY IMPACT AREA
FINAL IMPACT AREA
WETLAND
FLOODPLAIN
WELLHEAD PROTECTION AREA
CITY BOUNDARY
CENTER PIVOT
HAZARDOUS MATERIALS SITE
WATERWAY (NHD)
PRELIMINARY PLAN
PAYNE CREEK
PAYNE CREEK
275
275
568TH AVE.
569TH AVE.


LEGEND
NEW PAVEMENT/SURFACING
EXISTING PAVEMENT
BRIDGES
AGGREGATE SURFACING
STUDY AREA
PRELIMINARY IMPACT AREA
FINAL IMPACT AREA
WETLAND
FLOODPLAIN
WELLHEAD PROTECTION AREA
CITY BOUNDARY
CENTER PIVOT
HAZARDOUS MATERIALS SITE
WATERWAY (NHD)
PRELIMINARY PLAN
FORMER PILGER REST AREA
275
275
570TH AVE.
571ST AVE.

On-Site Landowner Meeting

Meeting Minutes

Project:	N-57 – East Jct. N-15, CN 32319A, 275-6(149)
Subject:	ROW Stakeholder Meeting (Tracts 56 and 57)
Date:	Wednesday, April 17, 2024
Location:	Project Site / J.D. Alexander's Office
Attendees:	See Separate Sign-in Sheet.

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

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

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

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

Sign-in Sheet

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

Subject: ROW Stakeholder Meeting (Tracts 56 and 57)

Date: Wednesday, April 17, 2024

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

Name	Organization	Position	Phone
Rob Davis	NDOT	Dist. Const. Eng.	402-370-3470
Mark Beethe	NDOT	Review Appraiser	402-479-3605
James Bodwell	Bodwell Const	Owner	402-580-3613
[illegible]	Bodwell Const	Owner	402-640-3613
J.D. Alexander	Alexander Cattle	Owner	402/649-4170
Josh Alexander	Alexander Cattle	Owner	402-649-0080
Steve McCullough	NDOT	Design	402-479-4719
Theo Wesemann	HDR	Consultant Design	402-399-4801

EX. 1

Project Number
275-6(149)

C.N. 32319A

200' MEDIAN DRAINAGE OVERVIEW
AERIAL EXHIBIT

NEBRASKA
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DEPARTMENT OF TRANSPORTATION

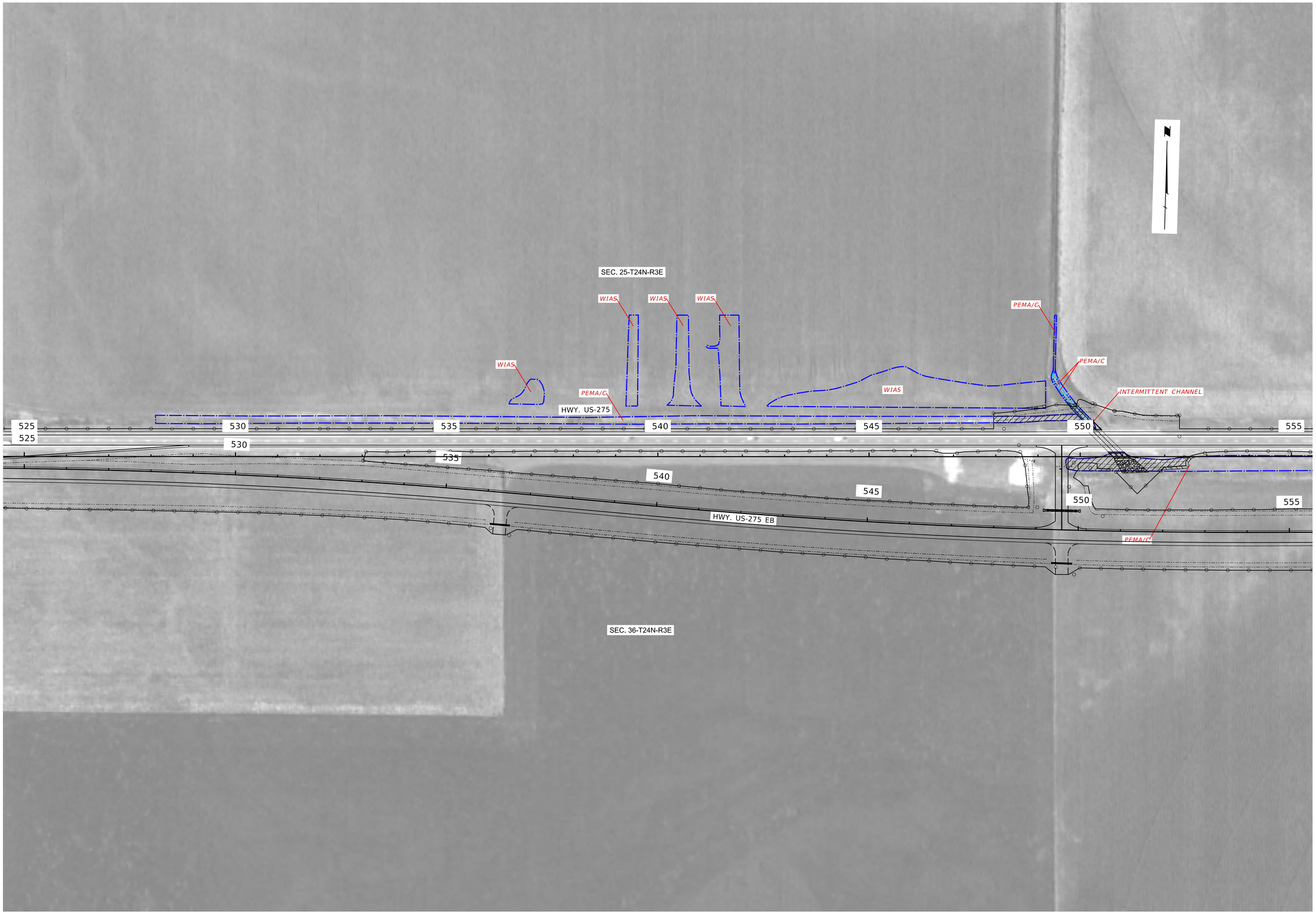
Roadway
Design
Division

NOT FINAL
PRELIMINARY
PLAN
SUBJECT TO CHANGE

COMPUTER: CVYFPT3

DATE: 16-APR-2024 13:58

FILE: 32319A Exhibit for JD Alexander.dgn



E17

Project Number
275-6(149)

C.N. 32319A

DATE: 2022
FLIGHT: NAIP

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB -
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS
- — SEN — SENSITIVE AREA
- — TRAIL — SENSITIVE TRAIL

ENVIRONMENTAL

NEBRASKA
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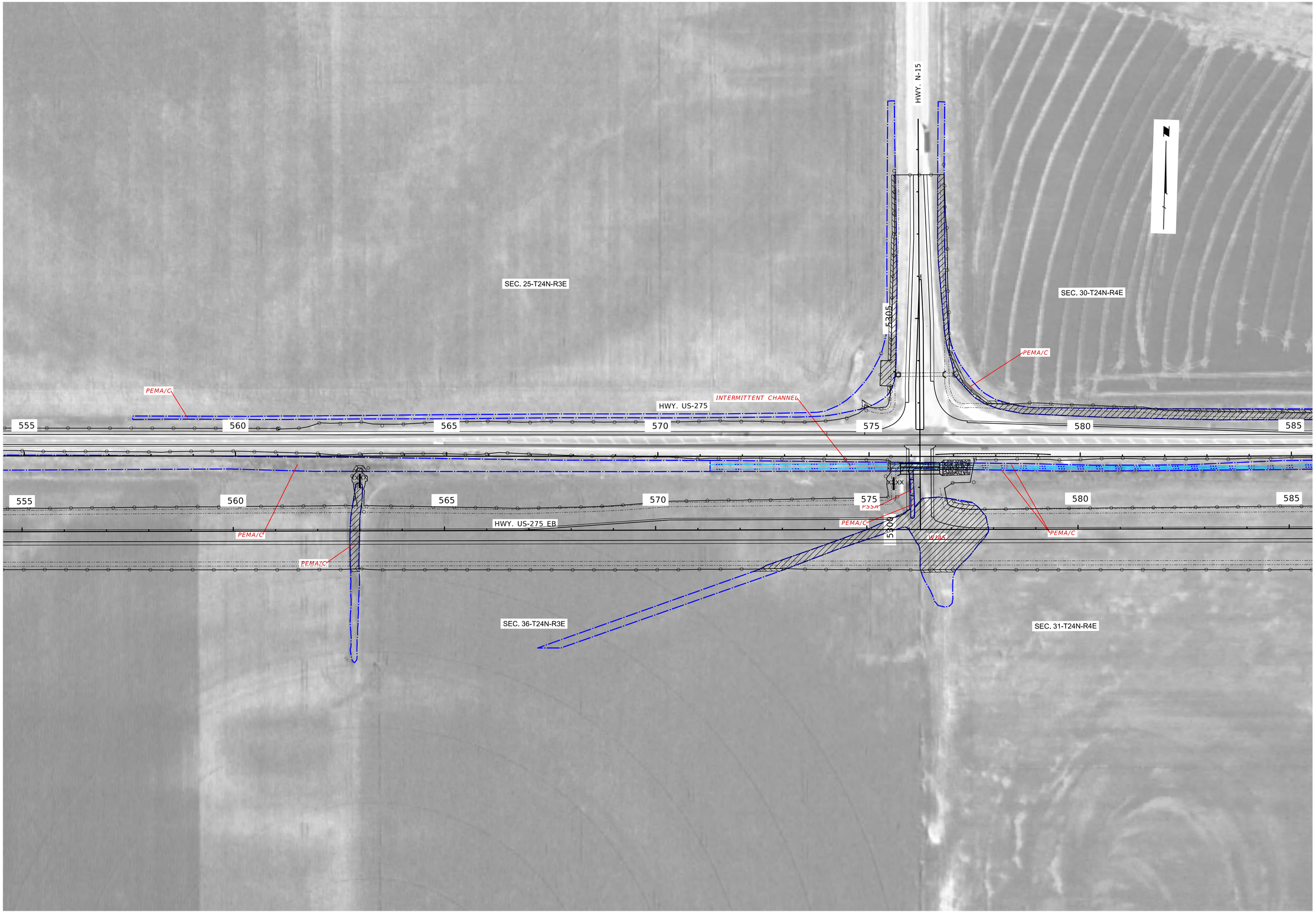
DEPARTMENT OF TRANSPORTATION

Roadway Design Division

★ NOT FINAL ★
PRELIMINARY PLAN
SUBJECT TO CHANGE

COMPUTER: 2TK3470BTJ
DATE: 16-APR-2024 12:00
FILE: 32319A Sheets Enviro.dgn



COMPUTER: 2TK3470BTJ

DATE: 16-APR-2024 12:00

FILE: 32319A Sheets Enviro.dgn

E18

Project Number

275-6(149)

C.N. 32319A

DATE: 2022

FLIGHT: NAIP

LEGEND

- LIMITS OF CONSTRUCTION
- WETLANDS - DO NOT DISTURB -
- IMPACTED WETLANDS
- TEMPORARY IMPACTED WETLANDS
- — SEN — SENSITIVE AREA
- — TRAIL — SENSITIVE TRAIL

ENVIRONMENTAL

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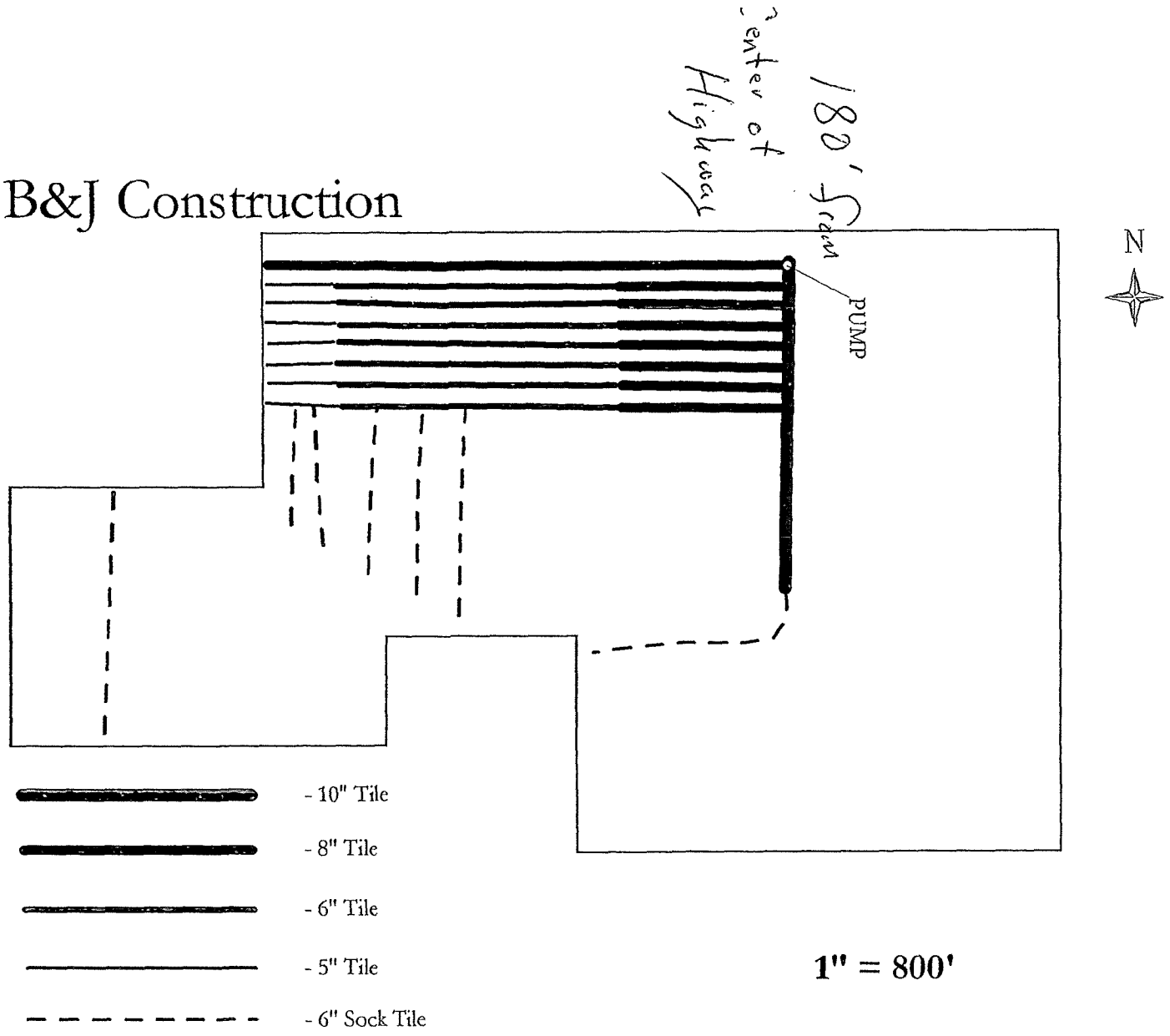
DEPARTMENT OF TRANSPORTATION

Roadway Design Division

★ NOT FINAL ★
PRELIMINARY PLAN
SUBJECT TO CHANGE

B&J Construction



Environmental Justice Memo

To: File
From: HDR
Date: 25 October 2023
RE: Environmental Justice and Limited English Proficiency Analysis, 32319, S-275-6(1052), Norfolk - Wisner

---

Environmental Justice and Limited English Proficiency Analysis, 32319, S-275-6(1052), Norfolk - Wisner

1 Environmental Justice Regulatory Background and Overview of Methodology

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, was signed on February 11, 1994, and requires that, to the extent practicable and permitted by law, low-income or minority populations must not be subject to disproportionately high and adverse human health or environmental effects as a result of a proposed project. Federal agencies must take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of low-income and minority populations. Also, representatives of any low-income or minority populations in the community that may be affected by a project must be given the opportunity to be included in the impact assessment and public involvement process.

On June 14, 2012, Federal Highway Administration (FHWA) issued Order 6640.23A, *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, which established policies and procedures for the FHWA and state transportation agencies to use in complying with Executive Order 12898. The Order provided definitions for multiple terms and concepts applicable to this analysis.

> *Adverse Effects* are defined as "the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of human-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of FHWA programs, policies, or activities."
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> A *Disproportionately High and Adverse Effect to Low-Income and Minority Populations* is defined as an adverse effect that:

1. is predominately borne by a minority population and/or a low-income population; OR

2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

Minority is defined as a person who is:

1. Black: a person having origins in any of the black racial groups of Africa;

2. Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;

3. Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent;

4. American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; OR

5. Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

A Low-Income person is defined as a person whose median household income is at or below the federal poverty threshold as defined by the Census Bureau. The federal poverty threshold is used for calculating all official poverty population statistics and are updated annually by the Census Bureau.

A *Minority Population* is defined as any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

A *Low-Income* population is defined as any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

In a December 16, 2011, memorandum titled *Guidance on Environmental Justice and NEPA*, the FHWA laid out a basic methodology for performing Environmental Justice analysis. Nebraska Department of Transportation (NDOT) has adopted an Environmental Justice methodology which follows the basic framework of the 2011 memorandum, but expands upon a few vague or undefined concepts. The methodology described in the following bullets was developed by NDOT in coordination with FHWA and was used to analyze demographic information from the US Census to identify both minority and

low-income populations for the US 275 area of affect shown in the attached map. An abbreviated overview of NDOT Environmental Justice methodology is as follows:

1. Using localized census data and other relevant information sources, data is gathered and readily identifiable groups or clusters of minority or low-income persons in the EJ study area are listed. Small clusters or dispersed populations are not overlooked. Study area data is also compared with the data of larger, identifiable areas (census tracts, cities, counties, NDOT districts, etc.) to determine the proportion of minority and low-income persons present in the study area. If the project or any detour routes are entirely within a city, the localized data is compared to the city. If the project or any detour routes are wholly or partially outside of a city, the localized data is compared to the county.

2. Minority and low-income populations are identified where:

   (a) A readily identifiable group or cluster of minority or low-income persons is located in the EJ study area (for example, a low-income housing complex, or a workplace of mostly minority persons); OR

   (b) The minority or low-income population of the study area exceeds 50 percent; OR

   (c) The minority or low-income population percentage of the affected area is *meaningfully greater* than the minority population percentage in the general population or other appropriate unit of geographic analysis. The *meaningfully greater* standard is fact-dependent and requires professional judgment, but in most cases *meaningfully greater* is approximately 6 to 8 percent or above.

3. If minority and/or low-income populations are not present in the EJ study area, the analysis is concluded.

4. If minority and/or low-income populations are present in the EJ study area, potential disproportionately high and adverse effects of the proposed project are examined. If none are identified, the analysis is concluded.

5. If minority and/or low-income populations are present in the EJ study area, and potential disproportionately high and adverse effects of the proposed project have been identified, proposed mitigation will be considered. Commonly, the application of effective mitigation techniques can reduce or eliminate adverse effects that might otherwise fall disproportionately upon minority and low-income populations.

6. Finally, the analysis concludes with a determination that the proposed project either will or will not result in disproportionately high and adverse effects to minority and low-income populations.

Executive Order 13166*, Improving Access to Services for Persons with Limited English Proficiency,* signed August 11, 2000, requires federal agencies to improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, have limited

English proficiency (LEP). Each Federal agency shall examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services consistent with, and without unduly burdening, the fundamental mission of the agency. Individuals who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English are considered to have limited English proficiency. According to US Department of Transportation (DOT) Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons published in the Federal Register December 14, 2005, populations likely to include LEP persons who are served or encountered by DOT programs or projects and should be considered when planning language services include, but are not limited to, persons living in areas affected or potentially affected by transportation projects. NDOT has adopted the following methodology to identify LEP in the project area and the potential need for language assistance:

- Use US Census and other data to determine the languages spoken in and around the project location, including along a detour route. The affected area considered might be larger or smaller depending on the project size, type, and location, but the analysis considers the language data of the block groups within US Census tracts where the project is situated and if applicable where the detour route is proposed, and the surrounding contiguous US Census tracts. The "affected area" is not simply the area directly impacted by the project, or the area within the physical limits of the project. Affected areas include those indirectly affected by transportation projects (for example, as a result of detours or increased traffic congestion). LEP persons will include all persons who speak a language other than English, and also speak English "Less Than Very Well," as defined by the American Community Survey. American Community Survey data breaks out LEP by Spanish, Other Indo-European languages, Asian, and "Other" Languages.

- If a language other than English is spoken in the affected area, and English is spoken less than very well by 5 percent or greater of the population, or 1,000 persons or greater for any one specific language, any written information released to the public will be translated into the appropriate language(s). This includes, for example, NEPA scoping letters, legal notices, door-to-door handouts, project information sheets, or comment forms. If appropriate, this information will make clear to the LEP persons that an interpreter will be available, free of cost, at a public meeting. NDOT will identify sources of media frequently used by LEP populations in an affected area (such as local or ethnic newspapers, radio stations, etc.) so that meeting notices can be included in those media notifications.

- If a language other than English is spoken in the affected area by 5 percent or greater of the population, but the number of LEP persons is less than 50, written information released to the public prior to the public meeting will include a block of text, translated into the applicable language(s), stating that LEP persons have the right to receive competent oral interpretation of those written materials, free of cost.

2 Project Location and Description

This project is 16.0 miles in length and is located on U.S. Highway 275 (US-275) in Stanton and Cuming Counties, starting 0.30 mile west of the junction of US-275 and Nebraska Highway 57 (N-57) and extending east to 0.25 mile southeast of the west corporate boundary of Wisner. Construction

may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

The improvements on this project consist of expanding the existing two-lane highway to a four-lane expressway by constructing a new, parallel, two-lane roadway on one side of the existing US-275 (called "2+2 Construction" by NDOT). In addition to mainline US-275 construction, the Project would improve US-275 tie-ins to Nebraska Highway 15 (N-15) at two locations and Nebraska Highway 51 (N-51) northwest of Wisner, along with various county roads. Additional work would consist of concrete repairs, culvert work, trench widening, removing and replacing pavement, bridge repairs, bridge replacement, lighting, and signing & striping. Grading would be required for the entire length of this project.

There are eight bridge-sized structures located along the project. These structures cross: a tributary of Payne Creek (Structure Number S275 08742), Payne Creek (Structure Number S275 08860), Humbug Creek (Structure Number S275 09309), three tributaries of the Elkhorn River (Structure Numbers S275 09504, S275 09508, S275 10009), a tributary of Sand Creek (Structure Number S275 09644), and Sand Creek (Structure Number S275 09803). The structures would be extended, replaced, or used in place as determined at the Plan-In-Hand. A grade raise of the entire structure is anticipated at S275 08742 and S275 08860. Work would be required in the waterways of all the structures. The limits of pavement replacement would be determined by Roadway Design. Guardrail would be replaced.

This project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Some county roads would not be constructed under traffic. Traffic would be detoured utilizing adjacent county roads; work would not be required on those routes. Additional property rights would be required to build this project. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements. Details would be determined at the construction meeting.

3 Examination of Study Area Population: Census Data and Other Observations

The data on minority persons have been collected from the 2020 Census Redistricting Data, Table P2. The data on low-income and LEP persons have been compiled from 2016-2020 American Community Survey 5-year estimates, Table B17021 and Table B16004, respectively.

The Environmental Justice and LEP data for this project is as follows:

Geographic area name	Total	Black/ African American	American Indian/ Alaska Native	Asian	Native Hawaiian/ Pacific Islander	Hispanic/ Latino	Total Minority
Block Group 1, Census Tract 9621, Stanton County, Nebraska	760	0.0%	0.0%	0.4%	0.1%	5.5%	6.1%
Block Group 1, Census Tract 9622, Stanton County, Nebraska	1,490	0.6%	1.5%	0.2%	0.1%	8.7%	11.1%
Block Group 1, Census Tract 9727, Cuming County, Nebraska	1,590	0.1%	0.0%	0.0%	0.1%	6.5%	6.7%
Wisner city, Nebraska	1,239	0.1%	0.0%	0.0%	0.2%	6.9%	7.2%
Cuming County, Nebraska	9,013	0.2%	0.3%	0.2%	0.1%	12.3%	13.2%
Stanton County, Nebraska	5,842	0.4%	0.5%	0.3%	0.1%	6.0%	7.3%
Nebraska	1,961,504	4.8%	0.8%	2.7%	0.1%	12.0%	20.3%

Data on minority persons collected from 2020 Redistricting Data, Table P2.

Geographic area name	Total	Income in the past 12 months below poverty level	Project / Detour
Block Group 1, Census Tract 9621, Stanton County, Nebraska	848	8.0%	Project Only
Block Group 1, Census Tract 9622, Stanton County, Nebraska	1,367	10.3%	Project Only
Block Group 1, Census Tract 9727, Cuming County, Nebraska	1,648	5.1%	Project Only
Wisner city, Nebraska	1,321	5.9%	
Cuming County, Nebraska	8,721	4.9%	
Stanton County, Nebraska	5,881	6.2%	
Nebraska	1,869,467	10.4%	

Data on low-income persons collected from American Community Survey 2016-2020 5-Year Estimates, Table B17021

Geographic area name	Population age 5 and above	% of population age 5 and above that speak only English	Languages other than English spoken by 1,000 persons or more than 5% of the total population age 5 and above*
Block Group 1, Census Tract 9621, Stanton County, Nebraska	813	95.9%	None
Block Group 1, Census Tract 9622, Stanton County, Nebraska	1,233	92.2%	None
Block Group 1, Census Tract 9727, Cuming County, Nebraska	1,577	97.1%	None
Affected Area**	3,623	95.2%	Spanish - 2.6% (95) Indo-European - 0.0% (0) Asian - 0.0% (0) Other - 0.0% (0)

All data from American Community Survey 2016-2020 5-Year Estimates, Table B16004.

*These figures reflect the population of an area that speaks a language other than English, and also speaks English 'Less than Very Well', in percentage and number.

** Percentage and number of LEP individuals in the area affected by the project and detour areas.

Note: "Other Indo-European languages" includes German, Italian, and French, etc. "Other languages" includes Arabic, Hebrew, and Navajo, etc.

The project is located within Block Group 1, Census Tract 9621 and Block Group 1, Census Tract 9622, Stanton County, and Block Group 1, Census Tract 9727, Cuming County, Nebraska and within the city of Wisner (see attached map). The following table shows whether these block groups contain EJ populations based on the methodology contained in Section 1.

Geographic Area	Readily Identifiable Group or cluster of persons present?		Population of the study area exceed 50%		Population of the study area is meaningfully greater (6% or more higher than the State of Nebraska)		EJ population identified in the study area?
	Minority	Low Income	Minority	Low Income	Minority	Low Income	
Block Group 1, Census Tract 9621, Stanton County, Nebraska	No	No	No	No	No	No	No

Block Group 1, Census Tract 9622, Stanton County, Nebraska	No	No	No	No	No	No	No
Block Group 1, Census Tract 9727, Cuming County, Nebraska	No	No	No	No	No	No	No

The 2020 data for all block groups within the study area indicate percentages of minority persons that are not meaningfully greater than the corresponding percentages for Stanton and Cuming County. No minority populations are present under the methodology discussed in Section 1.

The 2016-2020 data for all block groups within the study area indicate percentages of low-income persons that are not meaningfully greater than the corresponding percentages for Stanton and Cuming Counties. No low-income populations are present under the methodology discussed in Section 1.

Considering the total population affected by the project, none of the data indicates the presence of an LEP population that reaches the NDOT LEP outreach triggers of 5 percent or 1,000 persons.

Minority and low-income populations are not present based on the methodology discussed in Section 1. There were no LEP language groups that meet NDOT's methodology requiring advance language accommodations. NDOT would provide language assistance should it be requested. An Environmental Justice and LEP analysis memorandum is not required.

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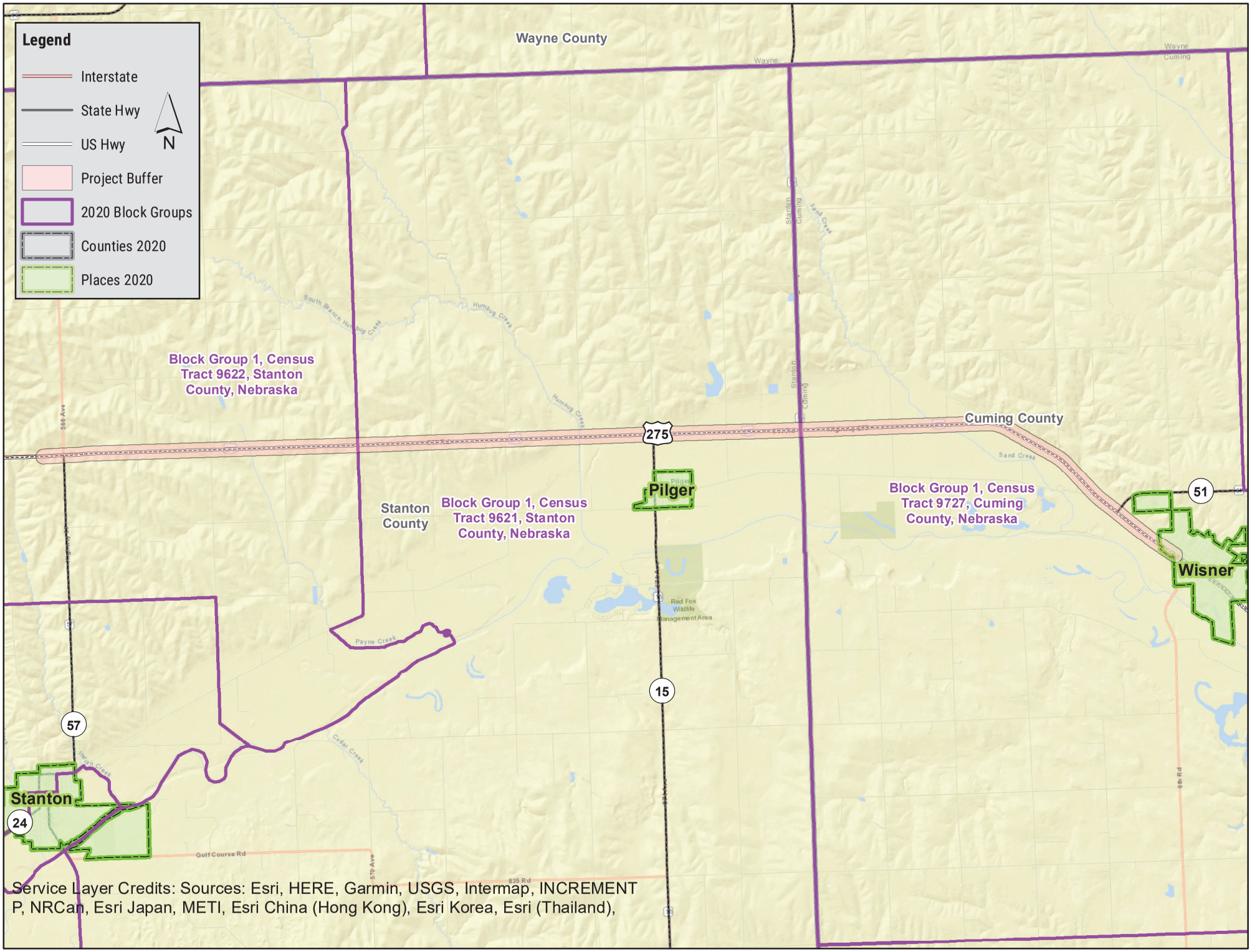

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