Appendix D

Community Impact Assessment

This memo was updated based on design changes resulting from the public hearing. The only changes were to numeric values and the determinations and conclusions listed in this memo have not changed.

Norfolk–Wisner Community Impact Assessment

Project Number: S-275-6(1052)
Control Number: 32319

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NEBRASKA
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DEPARTMENT OF TRANSPORTATION

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1. Introduction

The National Environmental Policy Act of 1969 (NEPA) requires that federal agencies assess a proposed project's effects on the environment as part of the transportation decision making process. The environment includes not only the natural and physical environment, but also the human environment and the relationship between people and the environment. A community impact assessment (CIA) is a crucial component of the environmental review process because it considers how a proposed project may affect the people, institutions, neighborhoods, communities, organizations, and larger social and economic systems in the project's vicinity. This CIA is a part of the larger NEPA assessment and is a comprehensive evaluation of the proposed project's effects on the human environment in the defined study area. The analysis also considers minority and low-income populations and persons with limited English proficiency (LEP).

2. Methodology

The methodology used to determine the Project's impacts, benefits, and burdens on the community involve the following:

1. Reviewing the project information
2. Defining the study area
3. Collecting baseline data, including input received from the public
4. Preparing a community profile
5. Evaluating the impact of transportation improvements on community characteristics
6. Identifying measures to avoid, minimize, and mitigate community impacts

2.1 Project Information

The proposed US Highway 275 (US-275) Norfolk–Wisner Project (Project) would improve approximately 16 miles of US-275 in Stanton and Cuming Counties, Nebraska (see Figure 1). It would begin approximately 0.30 mile west of the US-275 and Nebraska Highway 57 (N-57) junction where the existing four-lane roadway ends. It would extend east and south to approximately the west end of Wisner, Nebraska, where it would tie into the existing US-275 four-lane roadway.

The improvements would expand the existing two-lane highway to a four-lane expressway by constructing a new, parallel, two-lane roadway (called 2+2 construction by NDOT) on one side of the existing US-275. A Restoration, Rehabilitation, and Resurfacing (3R) strategy would also be applied to the existing two lanes, including drainage structure upgrades. In addition to mainline US-275 construction, the Project would improve US-275 intersections with Nebraska Highway 15 (N-15) at two locations east of N-57 (south toward Pilger and north along the Stanton-Cuming County line), the US-275 intersection with Nebraska Highway 51 (N-51) northwest of Wisner, and various county road intersections. The Project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices and would not require a detour. Using the 2+2 construction method would allow the existing lanes to remain open during construction of the new lanes and the new lanes to be used during work on the existing lanes.

2.2 Study Area Definition and Data Collection

The CIA considers effects on adjacent and nearby communities that may be direct or indirect. The Project Study Area for direct construction impacts is bounded by an approximately 275-foot-wide corridor off the edge of pavement on US-275 and an approximately 150-foot-wide corridor off the edge of pavement at county roads. The Study Area for this CIA was determined to be the Census Tracts that the Project intersects. This area includes Census Tract 9622, Block Group 1, and Census Tract 9621, Block Group 1, in Stanton County and Census Tract 9727, Block Group 1, in Cuming County. The CIA Study Area also includes two communities: the village of Pilger in Stanton County (wholly contained within Stanton County, Census Tract 9621, Block Group 1) and the city of Wisner in Cuming County (wholly contained within Cuming County, Census Tract 9727, Block Group 1).

Demographic data used for this CIA analysis included the 2020 US Census and the 2016–2020 American Community Survey (ACS) 5-year Narrative Profiles. Data for the state of Nebraska, Stanton and Cuming Counties, and the City of Norfolk were included for comparison. When available, data was analyzed at the Census block group level. When data was unavailable at the block group level, Narrative Profiles on community characteristics for the next larger census geography level (census tract) were utilized.

The census tract and block group geography for the CIA Study Area is included in Figure 1.

3. Community Profile

This CIA considers the populations in the CIA Study Area as well as community characteristics, including, housing, income, employment and industry, tax base, and community resources (public services and facilities), as discussed in the following sections.

3.1 Population

Population in the CIA Study Area experienced a decrease between 2010 and 2020, reflecting the population migration from rural to urban areas in Nebraska, and across the country. The population in Pilger and Census Tract 9621, Block Group 1, had the largest decreases— 32 percent and 14 percent, respectively. In comparison, populations in Stanton and Cuming Counties decreased by 1 to 5 percent. The Nebraska's population increased by 7 percent in that same time period. From 1970 to 2020, Cuming County, Pilger, and Wisner experienced a decrease in population of approximately 25, 49, and 6 percent, respectively. This is in contrast to an over 50 percent increase in population in Norfolk. Pilger experienced a larger population decrease than Stanton County as a whole. Between 2010 and 2020, Pilger experienced a nearly 27 percent higher rate of decrease, likely because of impacts from the twin tornadoes that hit the community in 2014. Populations in the CIA Study Area and demographics of those populations are summarized in Table 1.

Table 1. Population

Area	Population			Percent Population Change (± Population Change)			Average Age (Years)
	1970[a]	2010	2020	1970–2010	1970–2020	2010–2020	2020
Nebraska	1,483,493	1,826,341	1,961,504	23.1%	32.2%	7.4%	36.6
Stanton County	5,758	6,129	5,842	6.4%	1.5%	-4.7%	40.2
Cuming County	12,034	9,139	9,013	-24.1%	-25.1%	-1.4%	40.9

Area	Population			Percent Population Change (± Population Change)			Average Age (Years)
	1970[a]	2010	2020	1970–2010	1970–2020	2010–2020	2020
City of Norfolk	16,607	24,210	24,955	45.8%	50.3%	3.1%	35.6
Village of Pilger	470	352	240	-25.1%	-48.9%	-31.8%	46.7
City of Wisner	1,315	1,170	1,239	-11.0%	-5.8%	5.9%	33.1
Tract 9622, Block Group 1, Stanton County	-	1,471	1,490	-	-	1.3%	41.2
Tract 9621, Block Group 1, Stanton County	-	887	760	-	-	-14.3%	45.0
Tract 9727, Block Group 1, Cuming County	-	1,581	1,590	-	-	0.6%	35.2
CIA Study Area (Tract 9622, BG1, Tract 9621, BG1, Tract 9727, BG1)	–	3,939	3,840	-	-	–2.6%	40.5

Sources: US Census Bureau 1973, 2011, and 2020a, b, c, d, e, f, g.

[a] Block group data were not available in the 1970 census.

The average (median) age of the population in the CIA Study Area is 40.5 years (US Census Bureau 2020b). The average age in the CIA Study Area is higher than the average age for the state of Nebraska (36.6) and nearby city of Norfolk (35.6).

Environmental justice (EJ) populations are a group of people that meet the criteria for low-income or minority status under the NDOT methodology for identifying EJ populations that was developed in coordination with FHWA. This methodology evaluates population data from the Census to analyze whether the percentage of the minority or low-income population is “meaningfully greater” than a larger reference geography. As an example, this would usually mean the percentage of the minority group for a specific block group is compared to the same minority group for the county. The term “meaningfully greater” is usually 6–8 percent higher. A population can be identified as an EJ population if the meaningfully greater threshold is met for minority, income level, or both. NDOT's typical presence/absence analysis was completed for the project area and did not identify any environmental justice populations. The population in the CIA Study Area is primarily white, with small populations of other races spread across the CIA Study Area as shown in Table 2.

Table 2. Demographics

Geographic Area Name	Total	White (%)	Black / African American (%)	American Indian / Alaska Native (%)	Asian (%)	Native Hawaiian / Pacific Islander (%)	Hispanic / Latino (%)	Some Other Race (%)	Two or more Races (%)	Total Minority (%)
Block Group 1, Census Tract 9621, Stanton County, Nebraska	760	92.2	0.0	0.0	0.4	0.1	5.5	0.0	1.7	6.1
Block Group 1, Census Tract 9622, Stanton County, Nebraska	1,490	85.4	0.6	1.5	0.2	0.1	8.7	0.2	3.3	11.1
Block Group 1, Census Tract 9727, Cuming County, Nebraska	1,590	89.7	0.1	0.0	0.0	0.1	6.5	0.3	3.4	6.7
Wisner city, Nebraska	1,239	88.5	0.1	0.0	0.0	0.2	6.9	0.2	4.2	7.2
Cuming County, Nebraska	9,013	84.7	0.2	0.3	0.2	0.1	12.3	0.3	1.8	13.2
Stanton County, Nebraska	5,842	89.3	0.4	0.5	0.3	0.1	6.0	0.2	3.3	7.3
Nebraska	1,961,504	75.7	4.8	0.8	2.7	0.1	12.0	0.3	3.7	20.3

Source: US Census Bureau 2020h.

3.2 Housing

Households and Families

From 2016 to 2020, there were 3,406 households in Census Tract 9727, in Cuming County, and Census Tracts 9622 and 9621, in Stanton County, Nebraska (CIA Census Tracts). The average household size averages between 2.23 and 2.44 people, indicating homes with families present. This is consistent with the Nebraska average household size of 2.44, but it is lower that US average household size of 2.6 people.

When considering the makeup of these families, it is noted that married-couple or cohabitating households made up the majority of households. In the CIA Census Tracts, female householders with no spouse or partner present were 15.8–20.9 percent of all households, while 16.7–25.8 percent of households were male householders with no spouse or partner present. Based on the average household size in the area, it is likely that some of these female and male led households may also have children present. In CIA Census Tract households where grandparents lived with grandchildren under 18 years old, 50.0–76.2 percent of those grandparents were responsible for the basic needs of their grandchildren. This is considerably higher than the Nebraska average of 35.5 percent.

In 2016–2020, the median property value for Census Tract 9727, in Cuming County, and Census Tracts 9622 and 9621, in Stanton County, ranged from $125,600 to $141,700.

The housing inventory within Census Tract 9727, in Cuming County, and Census Tracts 9622 and 9621, in Stanton County, is included in Table 3. The majority of homes in the CIA Census Tracts are single family structures. Multi-family structures and mobile homes make up less than 10 percent of the available housing inventory.

Table 3. Households

Area	Number of Households	Average Household Size	Percent of Housing by Type			
			Single Family Structures	Multi-Family Structures	Mobile Homes	Boat, Van, RV, Etc.
Census Tract 9622, Stanton County, Nebraska	1818	2.44	85.9%	8.0%	6.1%	0.0%
Census Tract 9621, Stanton County, Nebraska	612	2.38	90.0%	2.3%	6.6%	1.1%
Census Tract 9727, Cuming County, Nebraska	1174	2.23	92.0%	4.8%	3.2%	0.0%

Sources: US Census Bureau 2020c, d, e, f, g.

Homeownership and Tenancy

Of owner-occupied households in the CIA Census Tracts, 42.4–67.1 percent owned their home “free and clear” of a mortgage or loan. This is above the Nebraska average of 40.6 percent and well above the national average of 37.9 percent. The median monthly housing costs for this group of owner-occupied housing units was $449–$478 per month. The balance of owner-occupied dwelling units (between 32.9 and 57.6 percent) had a mortgage on the home they occupied. The median monthly housing costs for this group ranged from $1,113 to $1, 248 per month.

For renter-occupied houses, the median gross rent in CIA Census Tracts ranged from $594 to $797. Gross rent includes the monthly contract rent and any monthly payments made for electricity, gas, water, sewer, and any other fuels to heat the house.

Households that pay 30 percent or more of their income on housing costs are considered cost-burdened. In 2016–2020, cost-burdened households in the CIA Census Tracts included 18.8—29.8 percent of owners with a mortgage, 7.0–8.5 percent of owners without a mortgage, and 23.8–30.8 percent of renters.

Tenancy within the area is reflective of an established, cohesive rural community. Of those surveyed, 89–97 percent had lived in their existing home for at least a year. Of those that had moved, most were relocating to homes within the same county.

3.3 Income and Employment

Income

The median income in Census Tract 9727, in Cuming County, and Census Tracts 9622 and 9621, in Stanton County, was approximately $64,723, which is consistent with the United States median household income of $64,994 and higher than the Nebraska median household income of $63,015. Between 2.5 and 6.5 percent of households had an income of less than $10,000 per year. Median earnings for year-round workers in these census tracts ranged between $62,000 and $67,803. Over 80 percent of households received earnings, while an estimated 30 percent of households received social security, and an estimated 15 percent of households received retirement income other than Social Security. Less than 5 percent of households received governmental safety net assistance in the form of Supplemental Security Income or Cash Public Assistance. The average Social Security income was $19,661. It should be noted that these income sources are not mutually exclusive, meaning that households may have multiple income sources.

Poverty Status

In Nebraska, 10.4 percent of people live below the poverty level, with 8.1 percent of households receiving Supplemental Nutrition Assistance Program (SNAP) benefits. In Census Tract 9727, Cuming County, and Census Tracts 9622 and 9621, Stanton County, these rates were considerably lower with less than 6 percent of people living below the poverty level and households receiving SNAP benefits ranging between 2.5 and 5.6 percent.

Table 4. Income

Area	Median Household Income	Income Sources				
		Earnings	Social Security	Retirement	Supplemental Security Income	Cash Public Assistance
Census Tract 9622, Stanton County, Nebraska	$64,167	80.0%	29.6%	15.6%	3.8%	1.5%
Census Tract 9621, Stanton County, Nebraska	$67,803	88.4%	32.8%	10.1%	1.6%	0.3%
Census Tract 9727, Cuming County, Nebraska	$62,000	84.0%	27.7%	10.8%	1.2%	0.3%
Nebraska	$63,015	81.0%	29.3%	17.4%	3.8%	1.9%

United States	$64,994	77.7%	31.4%	21.1%	5.2%	2.4%

Sources: US Census Bureau 2020c, d, e, f, g.

Employment Status and Type of Employer

Of the population 16 years of age and older in Census Tract 9727, Cuming County, and Census Tracts 9622 and 9621, Stanton County, 68–74 percent were employed with 24.7–29.8 percent not in the labor force currently. Of those in the labor market, the majority (approximately 71–80 percent) were private wage and salary workers; approximately 8–11 percent were government workers (local, state, or federal); and approximately 10–15 percent were self-employed. Leading industries for the employed civilian population in these three census tracts are agriculture, educational services, healthcare, social services, manufacturing, and retail trade.

Access to Employment

As shown in Table 5, most workers in the Project vicinity drove to work alone in 2016–2020, while 5.4–9.8 percent carpooled. Among those who commuted to work, it took them, on average, 16.3–23.0 minutes, indicating that most workers in the area use the highway system and commute outside of the area in which they reside. The local transportation network is shown in Figure 2.

Table 5. Percent of Workers 16 and over Commuting by Mode

Area	Percent by Mode						Average Time to Get to Work
	Car, truck, van – drove alone	Car, truck, van – carpooled	Public transportation (excluding taxicab)	Walked	Other means	Worked from home	
Census Tract 9622, Stanton County, Nebraska	85.9%	5.4%	0%	1.3%	0%	7.4%	19.9 Minutes
Census Tract 9621, Stanton County, Nebraska	76.9%	9.8%	0%	0.1%	0.9%	12.4%	23.0 Minutes
Census Tract 9727, Cuming County, Nebraska	82.8%	8.5%	0%	3.9%	0%	4.8%	16.3 Minutes

Sources: US Census Bureau 2020c, d, e, f, g.

3.4 Tax Base

The tax base within Stanton and Cuming Counties are detailed in Table 6. The predominant land type is agricultural, accounting for over half the assessed value in each county. A total of 256,368 acres of agricultural land was assessed at an average value of $6,200 per acre in Stanton County, and a total of 340,895 acres of agricultural land was assessed at an average value of $8,000 per acre in Cuming County (Nebraska Department of Revenue 2022).

Table 6. Tax Base

	Total Assessed Value	Agricultural Land Assessed Value (acres) (%)	Residential Land Assessed Value (acres) (%)	Commercial and Industrial Assessed Value (acres) (%)	Other Property Assessed Value (acres) (%)
Stanton County	1,596,750,732	984,681,725 (58.3)	352,937,935 (24.9)	50,399,000 (3.7)	208,732,072 (9.3)
Cuming County	2,730,816,899	1,88,917,160 (66.5)	488,324,020 (20.0)	110,172,235 (4.8)	125,154,099 (4.6)

Source: Nebraska Department of Revenue 2022

3.5 Community Resources and Cohesion

Community resources are shown in Figure 3.

Physical Environment

Land use in the CIA Study Area is typical of rural, irrigated agricultural land use and includes the Elkhorn River floodplain and rural residences, farmsteads, and modern livestock production facilities. There are three communities along US-275 that would be influenced by the Project. The first community, Norfolk, in Madison County, is approximately 9 miles west of the US 275 and N-57 junction. The second community, Pilger, is approximately 0.5 mile south of US-275 at N-15's west junction. The third community, Wisner, is at the east end of the Project. Those living and working directly in the CIA Study Area rely on these communities for sustainability and social support services like schools, medical care, goods, and social institutions. Tenancy rates for occupied dwelling units for the area are high. The median number of years that a current householder has been in their current home is 15 to 16 years, indicating that the rural population in the CIA Study Area tends to be well-established. In comparison, the number of years residents in Norfolk, Pilger, and Wisner, and in Nebraska as a whole, have been in their current home ranges from 9 to 13 years. Residents in the CIA Study Area and surrounding cities both live in owner-occupied units for longer periods of time than rental units (U.S. Census Bureau 2018c). Length of tenancy in the area, low crime rates, access to employment, and access to nearby quality of life services indicate a cohesive, established rural area.

Schools

There are two school systems in the CIA Study Area: Stanton Community Schools and Wisner-Pilger Public Schools. Stanton Community Schools in Stanton serves central and north-central Stanton County. Wisner-Pilger Public Schools in Wisner serves northeast Stanton County and northwest Cuming County (Erickson 2019). Both school systems consist of an elementary school and a junior/senior high school, and both provide public school buses to transport students within the CIA Study Area (Stanton Community Schools 2023; Wisner-Pilger Public Schools 2023).

Emergency and Medical Services

Emergency services in the CIA Study Area include fire, police, and medical services. Stanton County emergency services in the CIA Study Area are dispatched from the Norfolk 911 Communication Center in Norfolk (City of Norfolk 2023). Emergency services in Cuming County, including the Cuming County Sheriff's office outside of business hours, are dispatched through an E-911 service located in West Point, Nebraska (City of Wisner 2023a; Cuming County 2021).

Two volunteer fire departments serve the CIA Study Area. The Pilger Volunteer Fire Department is located at 150 West First Street (approximately one block west of Main Street) in Pilger (Village of Pilger 2019). The Wisner Volunteer Fire Department is located on Avenue D in Wisner and serves

approximately 151.5 square miles (City of Wisner 2023a). In the event of multiple emergencies, the Wisner Volunteer Fire Department has mutual aid agreements with the nearby communities of Bancroft, Beemer, Pilger, and West Point.

Police services in the CIA Study Area are provided at the local, county, and state levels. Local service is provided to the city of Wisner by the Wisner Police Department located on US-275 at 11th Street. County services are provided by the Stanton and Cuming County Sheriffs. The Stanton County Sheriff is headquartered in Stanton. The Cuming County Sheriff is headquartered in West Point. State police services are provided by the Nebraska Highway Patrol, Troop B, headquartered in Norfolk (Nebraska State Patrol 2023).

Medical services in the CIA Study Area consist of two clinics in Wisner—Wisner Family Practice / St. Francis Rehabilitation (2100 21st Circle, Wisner) and Wisner Family Medicine (1101 9th Street, Wisner)—as well as the Elkhorn Logan Valley Public Health Department (2104 21st Circle, Wisner). Emergency medical services are not located in the CIA Study Area and are provided by four hospitals in the surrounding communities:

- Pender Community Hospital located 20 miles northwest of Wisner in Pender, Nebraska.
- St. Francis Memorial Hospital located 15 miles away in West Point.
- Faith Regional Health Services located 12 miles west of N-57 in Norfolk.
- Providence Medical Center located 15 miles north of Pilger in Wayne, Nebraska.

Vulnerable Population Services

Two senior centers are located in or near the CIA Study Area: Stanton Health Center at 301 17th Street in Stanton and Wisner Community Senior Center at 1006 Avenue E in Wisner. Both centers provide services to senior citizens, including on-site meals and home-delivered meals (Nebraska Resource and Referral System 2023a, 2023b). Additionally, the Wisner Care Center at 1105 9th Street in Wisner provides assisted living care.

Special Events

Two local special events are held in the CIA Study Area. The first is the Thunder by the River Truck and Tractor Pull located at River Park in Wisner. The event is a truck and tractor pull that occurs annually during the third week of August. The event has been hosted in Wisner since 2005 (City of Wisner 2023b; Thunder by the River 2023). The second event is the Lions Club Rodeo and Junior Livestock Show at River Park in Wisner. This event occurs in late June or early July and includes rodeos, poker runs, eating competitions, and livestock showings (City of Wisner 2023b).

Utilities

Most households in the CIA Study Area Census Tracts use both gas and electricity to heat their homes. Gas is noted as being both delivered and stored at the residence for use and supplied via utility line. Electricity is provided by both the Cuming County Public Power District, Wisner Electric, and Stanton County Public Power. Water is also available in limited areas via rural water districts, with many homes using wells. Most households within the Census Tracts surrounding the CIA Study Area have a computer and a broadband internet subscription. However, there are 10–20 percent of households that do not have a computer. These details are included in Table 7.

Table 7. Percentage of Household with a Computer and Internet.

Area	Percent of Households with Computer by Type			Percent of Households with Internet by Type			
	Desktop or Laptop	Smartphone	Tablet	Cellular Data Plan	Broadband (cable, fiber, or DSL)	Satellite	Dial-up
Census Tract 9622, Stanton County, Nebraska	80.4%	70.6%	55.5%	68.4%	58.2%	10.7%	0.2%
Census Tract 9621, Stanton County, Nebraska	75.2%	68.1%	53.3%	60.1%	45.1%	18.6%	0.7%
Census Tract 9727, Cuming County, Nebraska	81.0%	78.4%	56.3%	63.4%	52.1%	11.7%	1.8%

Sources: US Census Bureau 2020c, d, e, f, g.

4. Community Impacts

The Project's potential impacts on the community are discussed in the following bullet points. The impacts are evaluated based on their intensity (negligible, minor, moderate, or major), duration (short- or long-term), and type (adverse or beneficial).

- The Project would have minor, short- and long-term, beneficial impacts on the populations in and near the CIA Study Area. Over the last 50 years, the rural communities in the CIA Study Area have seen decreases in population while the larger communities, such as Norfolk, have seen increases in population. This trend is consistent with rural communities nationwide (Economic Research Service 2022). In the long-term, the Project would impact populations in the CIA Study Area and surrounding communities beneficially by creating a more efficient roadway and reduced travel times. In the short-term, these populations will be impacted by construction, but most of the impacts that would normally accompany a widening project are mitigated by NDOT's innovative 2+2 construction technique as discussed in Section 2.1.
- No minority or low-income populations were identified in the Block Groups within the CIA Study Area based on NDOT's environmental justice methodology developed in coordination with FHWA. However, minority populations (primarily Hispanic) were identified near the CIA Study Area in Norfolk and Pilger. No LEP populations were noted at or above the NDOT threshold of 5 percent or 1,000 people. There are no anticipated disproportionately high and adverse human health or environmental effects on minority or low-income populations. No translations or specialized LEP outreach are required for this Project because none of the CIA Study Area data indicates the presence of an LEP population that reaches the NDOT LEP outreach thresholds.
- The Project would have minor, short-term, adverse impacts on the transportation network. Construction would be completed under traffic, allowing continuous movement through the CIA Study Area. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements. County roads, as shown in Figure 2, may

require temporary closure for construction activities; adverse out-of-direction travel would be approximately 1 to 5 miles.

- **The Project would have major, long-term, beneficial impacts on the transportation network in the CIA Study Area and in northeast Nebraska.** The approximately 16 miles that the Project would improve represent more than half of the remaining 27 miles to complete the US-275 Expressway System, which was identified in the 1988 Nebraska Highway Needs Study. In the CIA Study Area, the Project would provide a direct four-lane connection between Norfolk, N-57, N-15, N-51, and Wisner. Additionally, widening US-275 from N-57 to Wisner is expected to decrease annual vehicle delay by 95,700 vehicle hours in 2030, increasing to a reduction of 191,500 vehicle hours in 2045 (HDR 2021). The decrease in vehicle delay would increase roadway efficiency and reliability.
- **Right-of-way (ROW) required for the project involves strip acquisition. No residences would be acquired for US-275 expansion**. Minor, long-term, adverse impacts would result from the acquisition of land from adjacent landowners and potential relocation of two structures. Acquisitions from rural farmsteads and the Wisner-Pilger Public Schools would be minor. The two structures that may be acquired include a grain bin and a metal outbuilding used for farm equipment storage. Twelve center pivots related to irrigation systems would be shortened or relocated. As design progresses, impacts on adjacent properties would be minimized or eliminated to the extent practicable. ROW acquisition and relocations would be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 United States Code 4601 et seq.), Title VI of the Civil Rights Act of 1964, and the Nebraska Relocation Assistance Act (Nebraska Revised Statutes Section 76-1214 et seq.).
- **Short-term, beneficial income impacts would include an increase in construction-related jobs and increased business from construction workers patronizing local businesses and service establishments.** The projected long-term increase in employment, discussed below, would generate additional spending in communities, stimulating business growth and local housing markets. Housing inventory exists in the surrounding communities to accommodate an increase in temporary workers.
- **Long-term, beneficial economic impacts would result from expanding US-275 to a four-lane facility; expansion would increase connectivity in the CIA Study Area for local commuting traffic and would provide more efficient movement of local products to larger markets. The Project would also decrease travel times and improve roadway reliability.** The Project would have moderate, long-term, beneficial impacts on industry in the region. The commuting times shown in Table 5 indicate that working adults, especially in Pilger, are travelling outside of the CIA Study Area for work. Manufacturing and retail are also important industries in the region and rely on movement of goods for sale throughout Nebraska and the United States. Metal manufacturing and farm output per highway mile along US-275 in the counties adjacent to (Madison) and within the CIA Study Area (Stanton and Cuming) are higher than in any other Nebraska location (Goss and Associates 2015). Currently, the movement of steel and other manufactured goods produced in Norfolk and nearby communities and agricultural products, including the cattle produced in feedlots along US-275, are impeded by traffic delays. With the existing density of manufacturing jobs, especially in Norfolk, and agricultural industries in the area between Norfolk and Wisner, construction of the 16-mile segment from Norfolk to Wisner and improved travel times would provide an unknown increase in economic benefit to the region.
- **Public Input was received during a stakeholder meeting and a public meeting in September 2019.** Several comments received were concerns about the economic impact of a bypass

around Wisner. A Wisner bypass is not being considered for the Project, and as a result, the Project would not have negative, long-term economic impacts on the residents and businesses in Wisner.

- **Minor, short-term, adverse impacts would result on the tax base in and near the CIA Study Area as property parcels are acquired for US-275 expansion.** The Preferred Alternative would potentially require acquisition of approximately ~~327~~ *337* acres from approximately 90 parcels outside of existing ROW in Stanton and Cuming Counties. In Stanton County, approximately ~~211~~ *221* acres from approximately 57 parcels could be acquired, 99 percent of which is agricultural land. In Cuming County, approximately ~~108~~ *116* acres from approximately 33 parcels could be acquired, 95 percent of which is agricultural land. These acquisitions represent less than 10 percent of the respective parcels and 1 percent of the total assessed value in these counties. As design progresses, impacts on adjacent properties in both Stanton and Cuming Counties would be minimized or eliminated, to the extent practicable. Expansion of existing industries (primarily metal and agricultural industries) is anticipated along an expanded US-275 (Goss and Associates 2015). Increased development along US-275 and in adjacent communities would increase the tax base in the State of Nebraska, both Stanton and Cuming Counties, and in local communities such as Pilger and Wisner.
- **Access to community resources, area schools, police, and fire services would not be affected by US-275 expansion** because improvements would be constructed under traffic. Any required detours for county roads would have limited effect and duration. **Access to businesses, community resources, and residences would be maintained**. Senior centers would not be affected by US-275 expansion. **Utility services disruptions are not anticipated due to the project.** Local events are expected to incur minor, short-term, adverse impacts during construction and moderate, long-term, beneficial impacts due to the Project. **Cohesion between communities, such as Norfolk, Pilger, and Wisner, and quality of life for residents would benefit from the moderate, long-term impacts** that would include those previously described, such as a more efficient and reliable roadway.

5. Conclusions

Short-term, adverse community impacts, such as county road detours and temporary access restrictions, would occur throughout construction but would be mitigated through NDOT standard specifications and adherence to federal, state, and local laws and regulations. The Project would have long-term, beneficial impacts on the people and communities in and near the CIA Study Area and in the State of Nebraska. Widening US-275 would decrease travel times and provide a more efficient roadway for commercial and passenger traffic. Additional benefits may include increased economic activity, including employment and income, and an expanded tax base. An expanded US-275 would be a strong recruiting tool for business and economic development.

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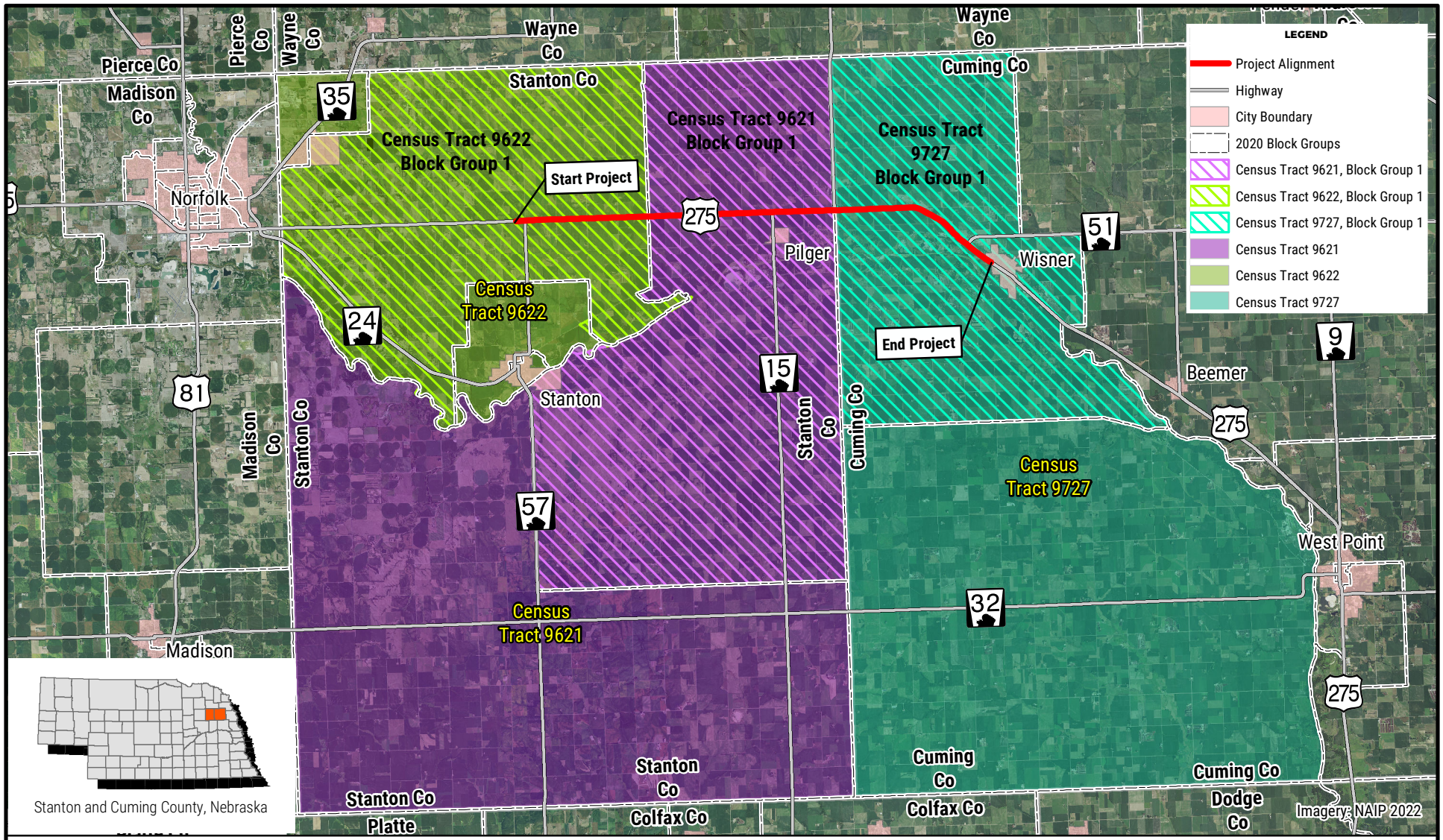
Appendix A
Figures



NEBRASKA
DEPARTMENT OF TRANSPORTATION

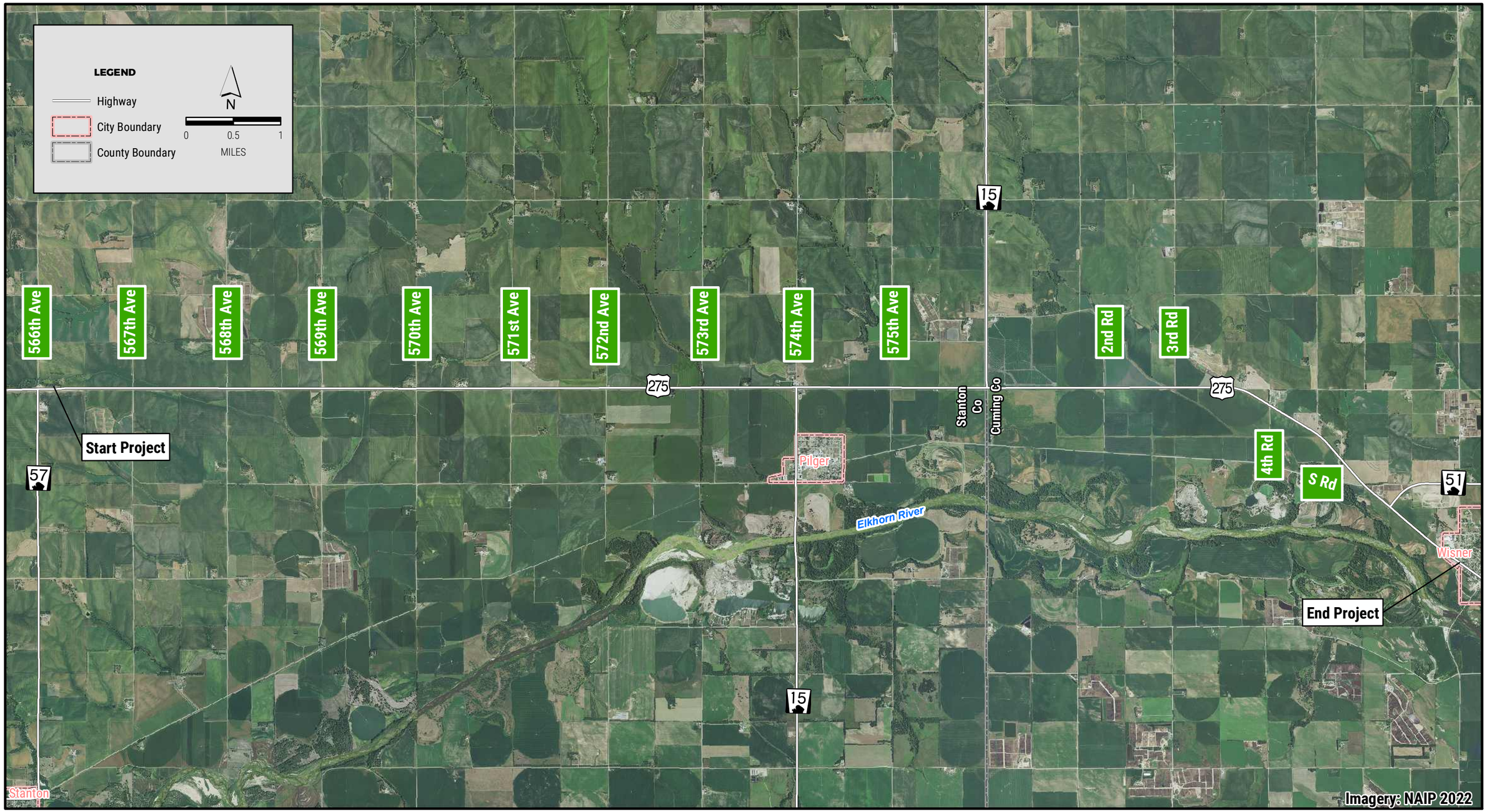
PROJECT LOCATION

NORFOLK - WISNER
PROJECT NO.: S-275-6(1052)
CONTROL NO.: 32319

DATE: 2/20/2023

FIGURE 1

PATH: Z:\PROJECTS\NDOT\10165712_US275_NORFOLK_WISNER\MAP_DOCS\DRAFT\4_05_COMMUNITY_IMPACT_ASSESSMENT\MAP_8X11_CIA_FIG_1_REVISED.MXD - USER: CMODRCIN - DATE: 2/20/2023



NEBRASKA
DEPARTMENT OF TRANSPORTATION

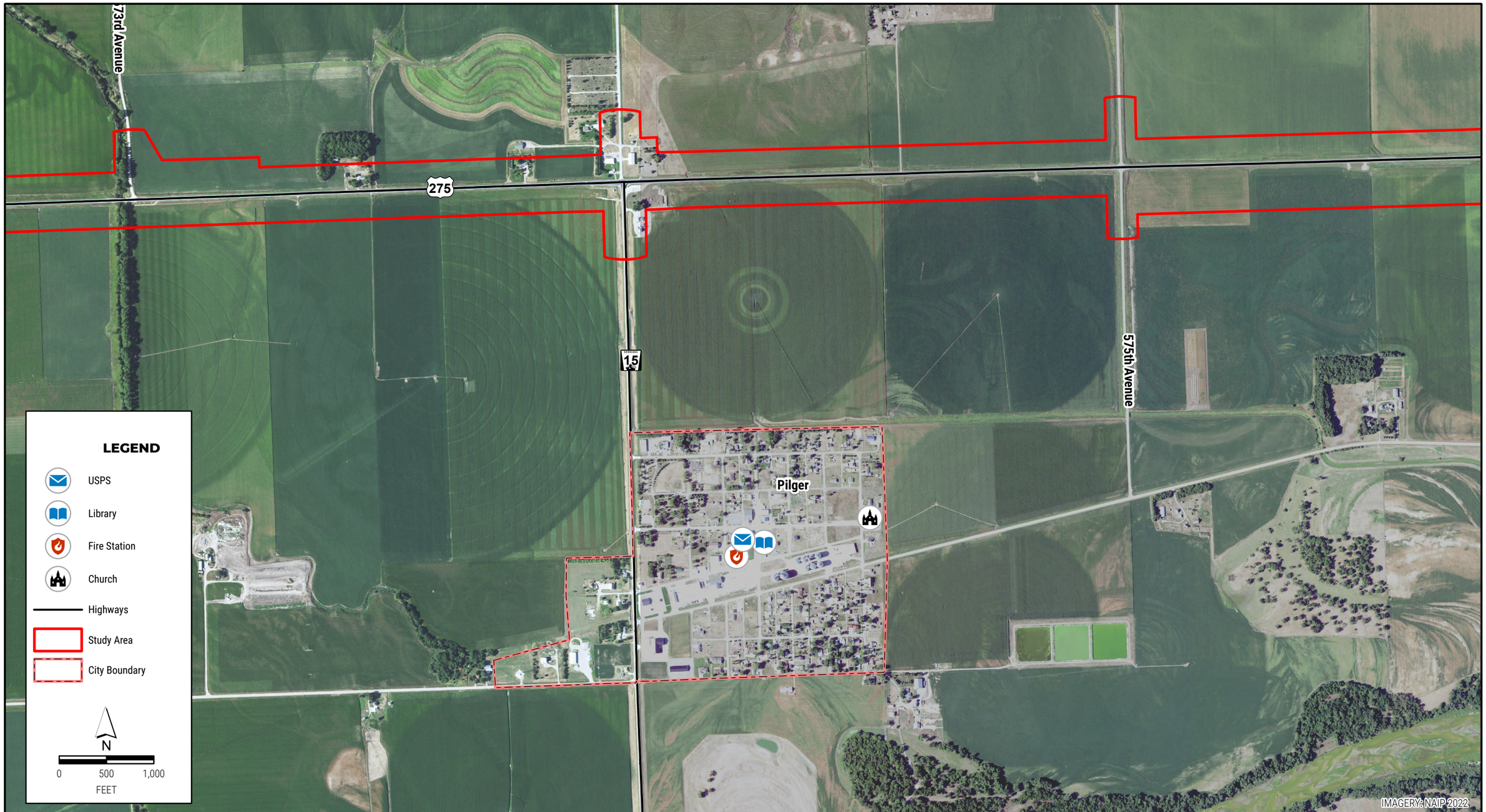
LOCAL TRANSPORTATION NETWORK

NORFOLK - WISNER
PROJECT NO.: S-275-6 (1052)
CONTROL NO.: 32319

Date: 10/31/2023

FIGURE 2

PATH: Z:\PROJECTS\NDOT\10165712_US275_NORFOLK_WISNER\MAP_DOCS\DRAFT\4_05_COMMUNITY_IMPACT_ASSESSMENT\MAP_11X17_LOCAL_TRANSPORTATION_NETWORK.MXD - USER: SMCKINLEY - DATE: 10/31/2023



NEBRASKA
DEPARTMENT OF TRANSPORTATION

COMMUNITY RESOURCES - PILGER

NORFOLK - WISNER
PROJECT NO.: S-275-6(1052)
CONTROL NO.: 32319

FIGURE 3 SHEET 1 OF 2

DATE: 10/31/2023

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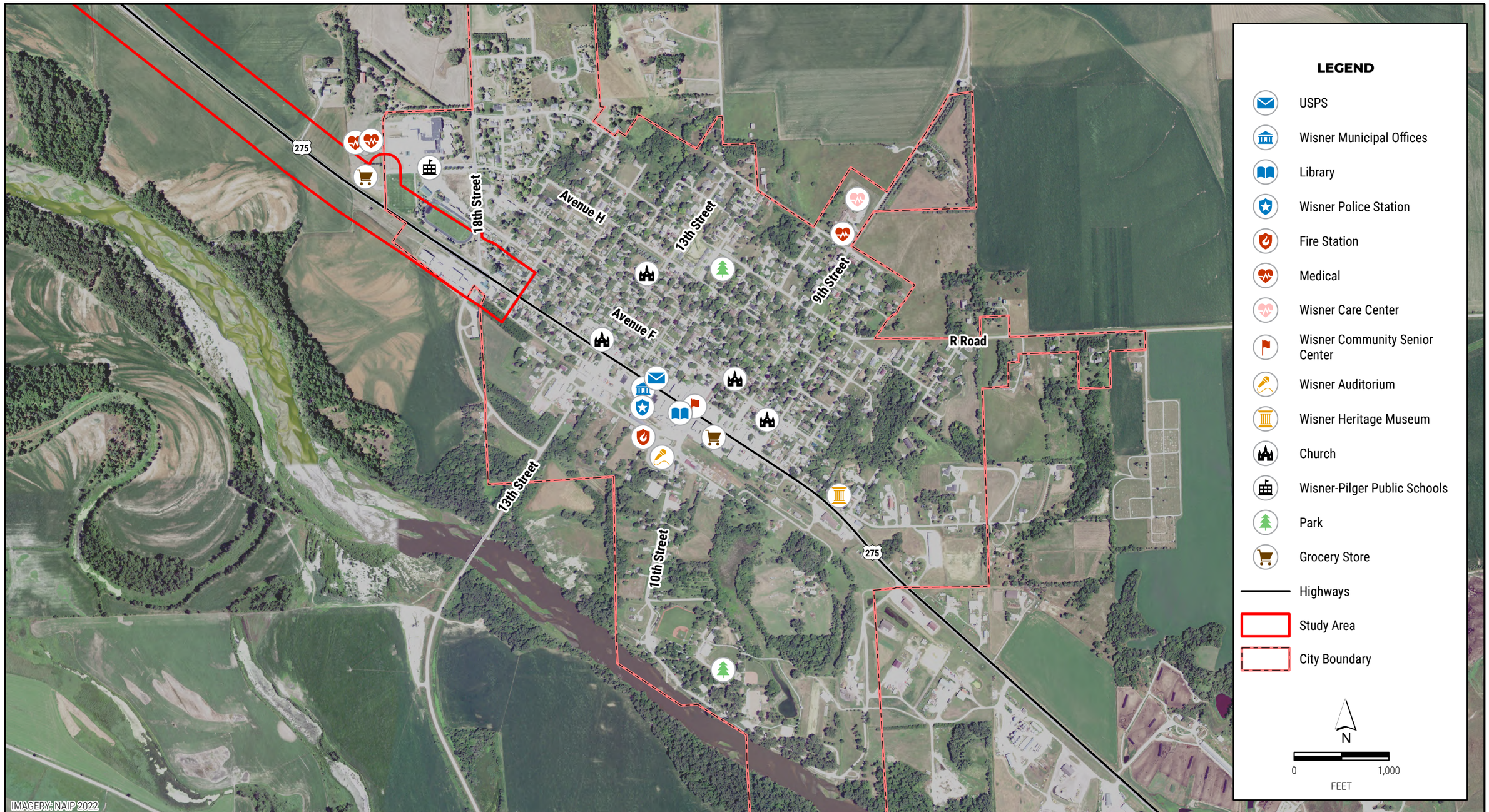

NEBRASKA
DEPARTMENT OF TRANSPORTATION

COMMUNITY IMPACT ASSESSMENT - WISNER

NORFOLK - WISNER
PROJECT NO.: S-275-6(1052)
CONTROL NO.: 32319

DATE: 10/31/2023

FIGURE 3 SHEET 2 OF 2

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