

Appendix A

Resource Report List



Resource Reports Prepared for the Project

	Report provided in an appendix to the EA	Report in the Project File
Purpose and Need Document	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Alternative Analysis Document	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community Impact Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 106 PQS Memo	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 4(f) Documentation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 6(f) Coordination and/or Documentation (not applicable)	<input type="checkbox"/>	<input type="checkbox"/>
Air Quality Memo (not applicable)	<input type="checkbox"/>	<input type="checkbox"/>
Noise Study (not applicable)	<input type="checkbox"/>	<input type="checkbox"/>
Hazardous Materials Review	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floodplain PQS Memo	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetland Delineation Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Approved Jurisdictional Determination (not applicable)	<input type="checkbox"/>	<input type="checkbox"/>
Wild and Scenic Rivers Coordination (not applicable)	<input type="checkbox"/>	<input type="checkbox"/>
Draft Biological Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Appendix B

Purpose and Need

Accessibility Support

This document may contain elements that are not fully accessible to screen readers. For a detailed explanation of the content or to request an alternative format, please contact Marissa Kuehn, NDOT Public Involvement Manager at marissa.kuehn@nebraska.gov or 402-479-4514

Purpose and Need Memorandum

Decatur Bridge
Burt County, Nebraska
Monona County, Iowa
Project No.: STP-51-7(109)
Control No.: 32395

June 6, 2024
Revised December 2025



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Acronyms and Terms

Acronym or Term	Definition
ADT	average daily traffic
CAG	Community Advisory Group
Iowa DOT	Iowa Department of Transportation
L RTP	Long-Range Transportation Plan
NDOT	Nebraska Department of Transportation
NRHP	National Register of Historic Places
NSTM	non-redundant steel tension members
SIMPCO	Siouxland Interstate Metropolitan Planning Council
S RTPA	Siouxland Regional Transportation Planning Association
USACE	US Army Corps of Engineers
USGS	US Geological Survey

Project Description

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) developed the following initial purpose and need statements to support the study of the Decatur Bridge Project (Control No. 32395). Phase 1 of the *Decatur Bridge Location and Environmental Study* is to assess the feasibility of improving the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge (S051 03644) in Burt County Nebraska, and Monona County, Iowa. The Decatur Bridge (construction started in 1951, opened to traffic in 1956) has been previously determined to be eligible for listing in the National Register of Historic Places (NRHP). Alternatives to be studied may include removal and replacement of the existing crossing or rehabilitation of the existing bridge. This project will be prepared as a Federal-aid eligible project.

Development of the Purpose and Need

NDOT in partnership with Iowa DOT held an initial meeting with the Community Advisory Group (CAG) assembled for the project on January 18, 2024, to provide an overview of the project and study process and to obtain input on the needs and purpose of the project. The initial needs and purpose statements were developed in consideration of the CAG input in addition to the study team's review of the project site, assessment of the condition of the existing bridge, and input received from regulatory agencies (e.g., US Army Corps of Engineers [USACE], US Coast Guard, Nebraska Game and Parks Commission, and Iowa Department of Natural Resources) during pre-scoping/early coordination meetings.

Following review of the purpose and need by FHWA, feedback on the initial purpose and need was obtained during the second meeting with the CAG held April 25, 2024. Feedback on the draft purpose and need was obtained from the public during two public meetings on August 28 and 29, 2024, before completing the *Decatur Bridge Location and Environmental Study* in January 2025. Refinement of the purpose and need and collection of additional data occurred after initiating the NEPA decision-making process in August 2025.

Purpose and Need Statements

1.1 Needs

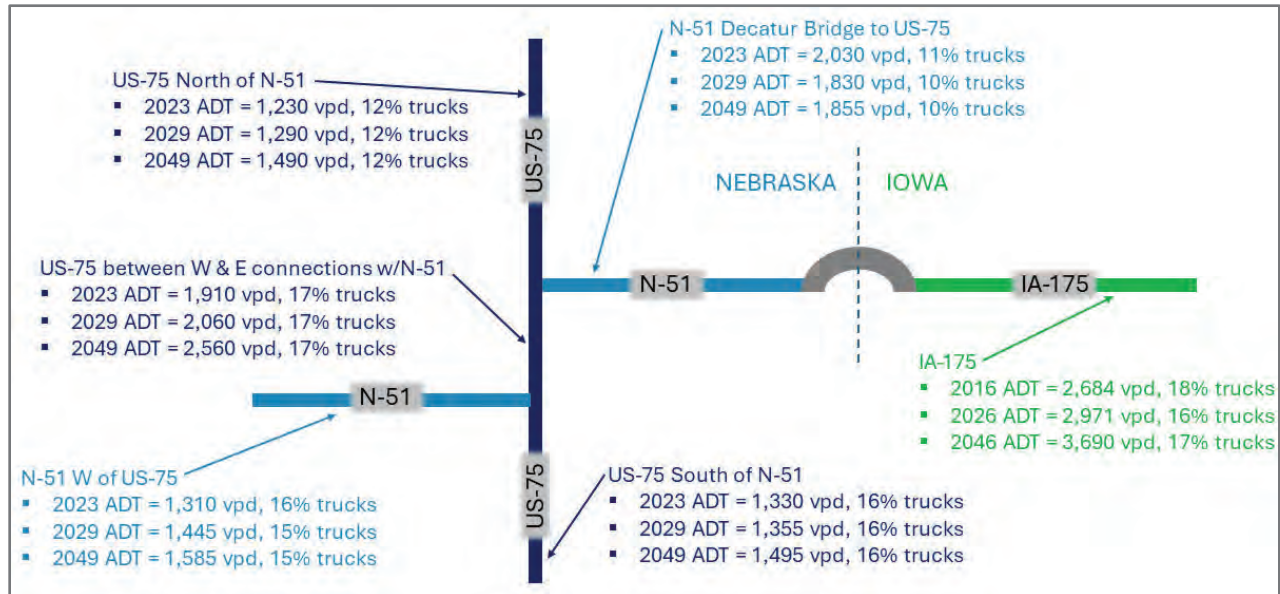
1.1.1 Maintain Connectivity¹

- The existing crossing connects Decatur and Onawa area residents with services (employment, education, health care, emergency, recreation) on both sides of the river.
 - Review of 2023 (existing year), 2026, and 2046 average daily traffic (ADT) volumes at the I-29/IA-175 interchange (provided by the Iowa DOT) indicates that more than 70 percent of the traffic using the Decatur Bridge crossing is generally traveling east-west between Decatur and Onawa and destinations beyond. The traffic distribution through the I-29/IA-175 interchange consists of:
 - From east (Iowa) to west (Nebraska):
 - 14 percent from southbound I-29 to the bridge
 - 15 percent from northbound I-29 to the bridge
 - 71 percent from Onawa to Decatur (IA-175 to the bridge)
 - From west (Nebraska) to east (Iowa):
 - 15 percent from the bridge to southbound I-29
 - 12 percent from the bridge to northbound I-29
 - 73 percent from Decatur to Onawa (bridge to IA-175)

¹ *Accessibility* refers to the ease of reaching desired destinations, services, or activities. It considers how easily people can reach essential services, such as healthcare, education, employment, and recreational opportunities, as well as the inclusivity of transportation options for people with disabilities or limited mobility.

Connectivity refers to the ability to reach everyday destinations that are critical to improving health. For example, people need access to grocery stores that provide healthy food, healthcare services for preventive care, and jobs and educational opportunities that contribute to economic well-being. The transportation system plays an important role in ensuring that travelers can reach everyday destinations safely, reliably, and conveniently.

Figure 1 – Existing and Forecasted Average Daily Traffic Volumes Through the Study Area²



- o Onawa (8.3 miles east) provides the closest hospital (Burgess Health Center, Level IV trauma unit), skilled nursing and rehabilitation care (Arboreta Health Care), and family medicine clinics that serve Decatur residents.
- o As a rural, agricultural area, access to medical services, especially trauma care is critical. Only 3 Nebraska hospitals provide Level II Advanced Trauma care (Lincoln, Kearney, and Scottsbluff); all are more than 100 miles from Decatur. Sioux City, IA (43 miles) has the closest Level II trauma care facility with Onawa, IA (8.3 miles) providing the closest Level IV trauma care.
- o A fire at the Decatur Museum on May 4, 2024, was responded to by the Decatur Volunteer Fire and Rescue Department, along with the Onawa IA (8.3 miles), Tekamah NE (16.4 miles), Bancroft NE (17.9 miles), and Craig NE (19.8 miles) fire departments.

² Existing and forecasted traffic volumes were provided by each DOT. Once a planning horizon year has been established as the NEPA phase begins, updated forecasted volumes will be provided for the chosen design year.

- Past long-term crossing closures negatively affected jobs and the regional economy.

- Crossing closures (short-term and long-term) require more than 80 miles of adverse, out-of-direction travel, adding excessive travel time to and from Decatur.

- Round trip to/from Decatur through Sioux City, Iowa (I-129, next river crossing to the north) is 83.1 miles.
- Round trip to/from Decatur through Blair, Nebraska (US-30, next river crossing to the south) is 88.4 miles.

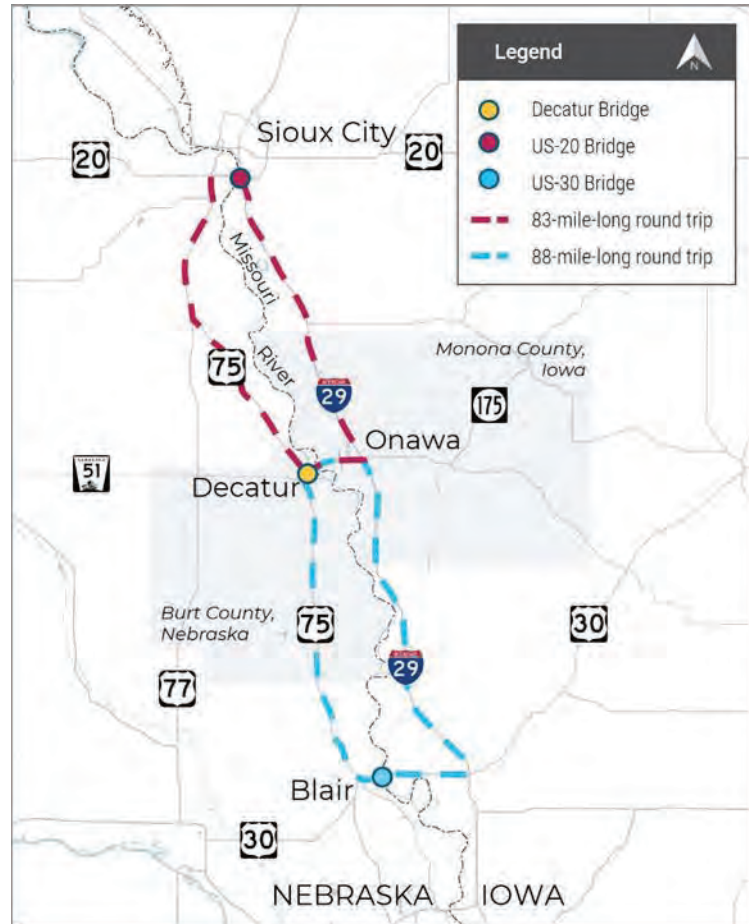
- CAG members shared that they or family members could not afford the time nor expenses of

the adverse, out-of-direction travel caused by previous long-term closures of the crossing for repairs, forcing several to move from Decatur or change jobs.

- A 2019 Economic and Demographic Trends Study for Burt County conducted by the Nebraska Public Power District (NPPD)³ indicated approximately 4.5 percent of Burt County workers traveled to Iowa for jobs.

- Data provided by the Siouxland Interstate Metropolitan Planning Council (SIMPCO) in 2022⁴ indicated the largest area of employment growth across the 6-county region (including Monona County, IA) was in agriculture, forestry, fishing and hunting, and mining. Livestock processing and food processing and manufacturing were the top trade clusters in the region with Sioux City as the focal point of the regional trade cluster. In the SIMPCO region, traded clusters refer to the groups of industries that serve markets beyond the region in which they are located. These are vital to strong regional economies because these industries and jobs generally

Figure 2 – Nearest Existing Missouri River Crossings to Decatur



³ *Economic and Demographic Trends, Burt County and Surrounding Area*. Nebraska Public Power District; April 2019. [NOTE: data reflects pre-pandemic conditions]

⁴ Siouxland Interstate Metropolitan Planning Council website, accessed May 2024. <https://simpco.org/>

account for higher wages and greater levels of innovation. The top six traded clusters in descending order are: Livestock Processing; Food Processing and Manufacturing; Business Services, Distribution and Electronic Commerce; Transportation and Logistics; Education and Knowledge Creation. Three of these are considered a "Strong Traded Cluster", which is a cluster that has high employment specialization in a region. These are Livestock Processing (ranked #5 in U.S.), Food Processing and Manufacturing (#41), and Transportation and Logistics (#95).⁵ These trade clusters are supported by areas of high agricultural production, manufacturing centers, and adequate transportation infrastructure.

- According to the Nebraska Counties Explorer, the Burt County economy is also driven by agriculture with 83 percent of the land used for livestock and crop production. The county is home to 107 cattle producers and two primary grain markets.
- According to the Robert Wood Foundation, 76 percent of Monona County's land is devoted to farming (employing less than one-third of the workforce); but manufacturing, transportation, and retail are the primary sources of employment.⁶
- I-29 (Iowa) and US-75 (Nebraska) support the transportation of livestock and manufactured goods to regional and national markets; with N-51 and IA-175 via the Decatur Bridge providing a local connection to these transportation corridors and local producers and markets on both sides of the river.
- SIMPCO/Siouxland Regional Transportation Planning Association (SRTPA) Long-Range Transportation Plan (LRTP)⁷ identified long-distance truck transportation as posing additional demands on the region's roadways. I-29 (approximately 6.5 miles east of Decatur on the Iowa side of the river) is a major corridor not only for regional traffic but also for NAFTA traffic from Mexico and the Southeast to central and western Canada. Traffic volumes along I-29 are anticipated to grow, particularly with the rise of Alberta as a significant energy and manufacturing center. The largest freight categories carried along I-29 into and out of the SIMPCO region include cereal grains, prepared foodstuffs/fats/oils, gravel and crushed stone, and agricultural products.

⁵ SIMPCO Comprehensive Economic Development Strategy 2022-2026.
https://simpco.org/hubfs/Economic%20Development%20Division/CEDS-2022-2026_FINAL_9_27_22.pdf?hsLang=en

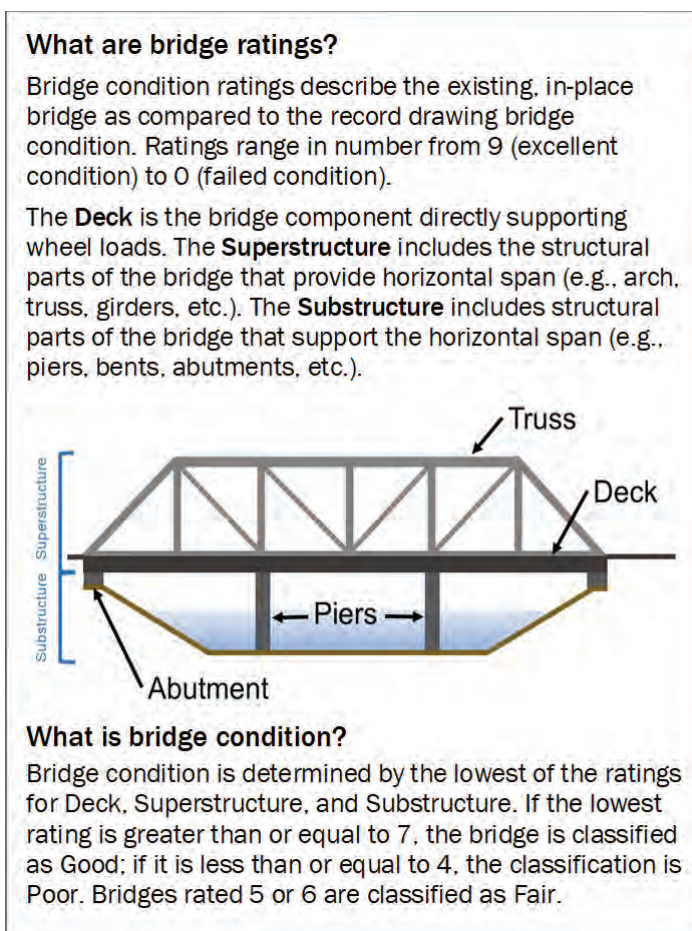
⁶ <https://www.rwjf.org/en/about-rwjf/how-we-work/learning-and-evaluation/sentinel-communities/monona-county-iowa.html>.

⁷ SIMPCO Siouxland Regional Transportation Planning Association (SRTPA) Long-Range Transportation Plan, Chapter 6 Intermodal Transportation; Accessed May 2024.

1.12 Improve Infrastructure Condition

- Existing bridge condition (*the state of the bridge in terms of structural deterioration, need for frequent and costly repairs, and issues that affect the remaining useful life of the structure*)
 - 75 years old with age-related structural deterioration throughout the superstructure including corrosion, section loss, and cracking.⁸
 - In 2022, 5 years after a major repair in 2017, the biennial inspection identified structural issues of “high or moderate urgency” noting steel cracks and section loss repairs needed in approximately 7 locations. Other structural issues were also identified in approximately 69 locations, and non-structural issues in approximately 18 locations.⁹
 - Although the overall condition ratings in 2022 were acceptable (Deck = 7, Good Condition, Superstructure = 6, Satisfactory Condition, and Substructure = 7, Good Condition), the high and moderate urgency issues need to be addressed in the near term. The necessary repairs are not typical and require specialized design and equipment to implement them. The repairs cannot be performed as part of routine maintenance work but may require the crossing to be closed for an unspecified period.

Figure 3 – Bridge Component and Condition Definitions



⁸ Last bridge inspection conducted in 2022. Next inspection due in September 2024.

⁹ *Fracture Critical and Routine Inspections Report for S051 03644, District 3, Burt County, Eastern Limits of Decatur on Nebraska Highway 51/Iowa Highway 175 over the Missouri River and Various Access Roads*. Olsson for the Nebraska Department of Transportation; February 17, 2023.

- o Nine structural repair projects have occurred since the bridge was opened to traffic in 1956. Three of these projects (deck replacement in 2000, scour stabilization in 2011, and major repairs in 2017) went beyond regular/ongoing maintenance.
 - In 2000-2001, the original concrete deck was replaced with an open steel grate deck because of the age and deterioration of the concrete. Installing open steel grate decking helped maintain the functional load rating of the bridge, as the weight of the steel decking is approximately 20 percent of the original concrete deck weight. Although the deck replacement addressed load ratings on the bridge, the open grate deck panels allow precipitation, chemicals, and road salts carried by crossing vehicles to drip directly onto the structural steel members below, accelerating corrosion. Since 2021, NDOT and the Iowa DOT have been replacing deck panels annually at a cost of \$175,000 per year (2024 dollars).
 - The 2011 scour repair closed the river crossing for 5 months.
 - In 2017, structural steel repairs were performed on the River Unit and Iowa Approach Unit trusses. The floor beams of the River Unit were post-tensioned (strengthened) to increase their load capacity. Concrete repairs and strengthening were performed on several substructure units. Street and navigation lighting were overhauled, and the approaches and railings were updated. The entire superstructure and steel portions of the substructure were blasted and repainted. The 2022 inspection indicated that the overall condition ratings were acceptable, although “high and moderate urgency” issues still needed to be addressed in the near term. These repairs are not typical and require special design and specialized equipment to implement. Such repairs cannot be performed as part of routine maintenance work but may require the crossing to be closed for an undetermined period.

The “high or moderate urgency” deficiencies require repairs to Nonredundant Steel Tension Member (NSTM), formerly classified as fracture-critical members such as the lower chords and floorbeams. Repairs to these members may include the replacement or reinforcement of cracked or corroded members. Repairs may include removal and replacement of steel bolts in NSTM connections, and costly temporary shoring of members may be necessary during the repair work. Without ongoing critical repairs, existing cracks noted in the NSTM can propagate and continue to affect the structural integrity of the bridge.

- The most recent inspection conducted in July 2024 identified “high” and “medium” urgency repairs in addition to new or further deterioration in structural members repaired in 2022. Extensive cracking in the deck panel welds continues and is the primary reason for the “fair” deck condition rating. NDOT is developing a scope of repairs to be initiated in 2025-2026 to address the identified “high” and “medium” urgency repairs.
- Existing bridge functional deficiencies - (*the design of the bridge in comparison to current standards*)
 - o Lacks shoulders, has narrow travel lanes (less than current design standards).
 - The clear roadway width is 22 feet, 6 inches with no shoulders and 2 approximately 10-foot-wide travel lanes. Current design standards would require

a minimum 6-foot-wide shoulder on each side and 12-foot-wide travel lanes, for a total minimum clear roadway width of 36 feet.

- o Designed in 1949 for vehicular loads below modern requirements.
 - The existing load posting for the bridge is 25 tons for a single-unit truck, 36 tons for a standard semi-truck, and 40 tons for a combined truck. Legal loads range from 25 tons to 38.75 tons for single-unit trucks, 37 tons for a standard semi-truck, and 43 tons for a combined truck.¹⁰ Vehicles that could be restricted based on the existing load posting include semi-trucks and some agricultural vehicles.
- o The narrow deck and load posting limit the use of the bridge by larger/heavier vehicles. Due to the narrowness of the roadway, partial closure of the bridge is frequently required to conduct repairs and maintenance.
 - The bridge is closed every two years for a routine bridge inspection.
 - In 2022, the inspection closure duration was approximately one week, and included both one-lane closures for under-bridge snoopers inspection and full closure for the inspection of the overhead truss members. The bridge was closed for several weeks in 2017 for major structural repairs. Other major repair closures occurred in 2014, 2001, 2000, 1990, 1988, 1982, and 1970. Additionally, steel grid deck panels are repaired or replaced annually.¹¹
 - Crashes and other incidents on the bridge have blocked one or both lanes of traffic, obstructing traffic from moving around the incident and hampering access by emergency responders.
 - From 2016 through 2020, N-51 through Decatur (ending at the bridge) experienced a crash rate of 2.489 crashes per million vehicle miles compared to the statewide average crash rate of 1.725 crashes per million vehicle miles for a 2-lane urban highway section.

Figure 4: Load posting



¹⁰ The bridge was designed for H15 live loading, which is much less than the current HL-93 design standard. The load posting of 25 tons for special hauling vehicles is similar to the Nebraska Type 3 Legal Truck but less than larger legal single-unit trucks such as SU5 – SU7. In addition, the single-axle legal load is 20,000 pounds but the load posting restrictions may limit single-axle weight depending on the vehicle configuration, including larger trucks and farm equipment

¹¹ A table indicating the specific repairs made between 1970 and 2017 is attached to this document to only support its review. The table is not intended to be included in the final purpose and need.

- Review of crash data provided by both NDOT and Iowa DOT:

Crash Parameter	N-51 2016-2020	IA-175 2019-2023
Total crashes	5 (3 at/on bridge)*	9 (2 at/on bridge)
Fatal crashes	0	0
Minor Injury crashes	3 (all at/on bridge)	1
Property damage-only crashes	2	8
<p>Note: Crash data from both states do not overlap. NDOT values on N-51 extend from US-75 east to the state line (center of the bridge). Iowa DOT values on IA-175 extend from the state line east to Cherry Street.</p> <p>* The 3 crashes at/on the Decatur Bridge identified by NDOT occurred between May 2019 and August 2020 inclusive of the Iowa 5-year time period. A consistent 5-year crash history (2019-2023) will be provided in study report.</p> <p>Confidential Information: Federal Law, 23, U.S.C. §407, prohibits the production of this document or its contents in discovery or its use in evidence in a State or Federal Court. The State of Nebraska has not waived any privilege it may assert as provided by that law through the dissemination of this document and has not authorized further distribution of this document or its contents to anyone other than the original recipient.</p>		

1.1.3 Improve Resiliency Against Flooding

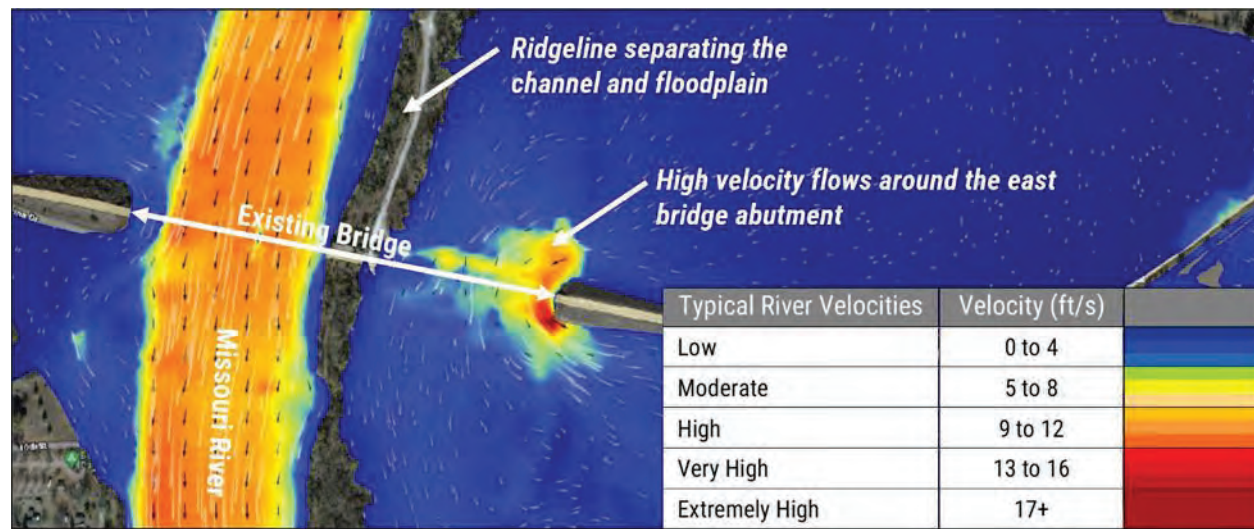
- Forecasted flood frequency and intensity – recent trends on the lower Missouri River show an increase in the frequency and magnitude of major flood events at the project location. A 2023 USACE study¹² predicts 50-year, 100-year, and 500-year floods to be 30 percent to 60 percent larger than previous estimates made in 2003, due to changing conditions within the upper Missouri River basin.
 - Per the updated flood frequencies in the 2023 USACE study, the 2011 flood was midway between a 50-year and a 100-year flood.
- Infrastructure stability – the crossing was closed for 5 months in 2011 due to foundation scour caused by the major flood event. The crossing remains susceptible to scour issues from future flood events of similar or greater magnitude.
 - Bathymetric sounding studies conducted by Iowa DOT and the USGS during the 2011 flood indicated up to 40 feet of scour had occurred at the east abutment and easternmost pier (Pier 8), exposing the foundation piles and threatening the stability of the structure.^{13,14}

¹² *Missouri River Flow Frequency Study, Yankton, South Dakota to Hermann Missouri*; US Army Corps of Engineers Northwest Division, Omaha District, Kansas City District, and Missouri River Basin Water Management. June 2023.

¹³ *IA-175 Embankment Imaging – Monona County, IA*. Collins Engineers for the Iowa Department of Transportation; August 2, 2011.

¹⁴ *Repeated Multibeam Echosounder Hydrographic Surveys of 15 Selected Bridge Crossings Along the Missouri River from Niobrara to Rulo, Nebraska, During the Flood of 2011*. Scientific Investigations Report 2014-5062; US Geological Society; 2014.

Figure 5 – 2011 Peak Flood Velocities



- Iowa DOT repaired the scour hole and placed protective riprap and dikes in the area allowing the bridge to reopen to traffic.
- Though an open scour hole is not present at this time (2024) near the east abutment and Pier 8, the channel and floodplain conditions that led to the scour remain.
- The floodplain on the east side of the channel is separated from the channel by a low ridgeline and is almost entirely blocked by the approach roadway embankment. During flood events, water in the east floodplain is conveyed only through a narrow area around the east abutment, which accelerates the flow and increases scouring action.
- A hydraulic analysis performed in conjunction with the Decatur Bridge Concept Study indicates that for events similar to, or larger than the 2011 flood, the potential is high for another scour hole to develop.
- System reliability – approach roadway (Iowa side) is susceptible to overtopping by updated 100-year and 500-year flood volumes.

1.2 Purpose

The purpose of the Project is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand.

Appendix C

Alternatives

Accessibility Support

This document may contain elements that are not fully accessible to screen readers. For a detailed explanation of the content or to request an alternative format, please contact Marissa Kuehn, NDOT Public Involvement Manager at marissa.kuehn@nebraska.gov or 402-479-4514

**DECATUR BRIDGE
ALTERNATIVES ANALYSIS TO SUPPORT
COORDINATION UNDER
SECTION 106 OF THE
NATIONAL HISTORIC PRESERVATION ACT**

Burt County, Nebraska and Monona County, Iowa
STP-51-7(109), Control No.: 32395

US Department of Transportation
Federal Highway Administration

Nebraska Department of Transportation
Iowa Department of Transportation

August 2025
Revised December 2025

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Appendices

Appendix A	Nebraska Historic Bridge Inventory and Historic Bridge Management Plan
Appendix B	Consideration of Adaptive Reuse of the Decatur Bridge
Appendix C	Agency Coordination and Public Involvement

1.0 Introduction and Background

The purpose of this alternatives analysis is to support the project decision-making process. The anticipated use of Federal funds for construction of the project requires review in accordance with the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. §4321 et seq). NEPA also requires compliance with other special-purpose laws as they apply to a proposed action. Because the Decatur Bridge (S051 03644) has been determined eligible for listing on the National Register of Historic Places (NRHP), and the alternatives under consideration would result in a likely adverse effect on this historic resource, the decision-making process followed for this project must also comply with the requirements of Section 106 of the National Historic Preservation Act (NHPA) (16 U.S.C. 470). This document assesses the alternatives considered for the project in compliance with Section 106 requirements. The impacts of the proposed action are also being evaluated in accordance with Section 4(f) of the Department of Transportation (DOT) Act (49 U.S.C. §303/23 U.S.C. §138). As identified during the *Decatur Bridge Location and Environmental Study* completed in 2024¹ and as described in Section 3.0 of this document, the No-Build and Rehabilitation Alternatives do not meet the purpose and need, and the Build Alternatives considered would remove the existing bridge, resulting in a “use” under Section 4(f).

1.1 Introduction

The Nebraska Department of Transportation (NDOT), in partnership with the Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA), is proposing the improvement of the Nebraska Highway 51 (N-51) and Iowa Highway 175 (IA-175) crossing of the Missouri River connecting Burt County, Nebraska and Monona County, Iowa (**Figure 1-1**). The National Register of Historic Places (NRHP)-eligible Decatur Bridge carries N-51 and IA-175 over the Missouri River, providing an important transportation linkage for local and regional travelers.

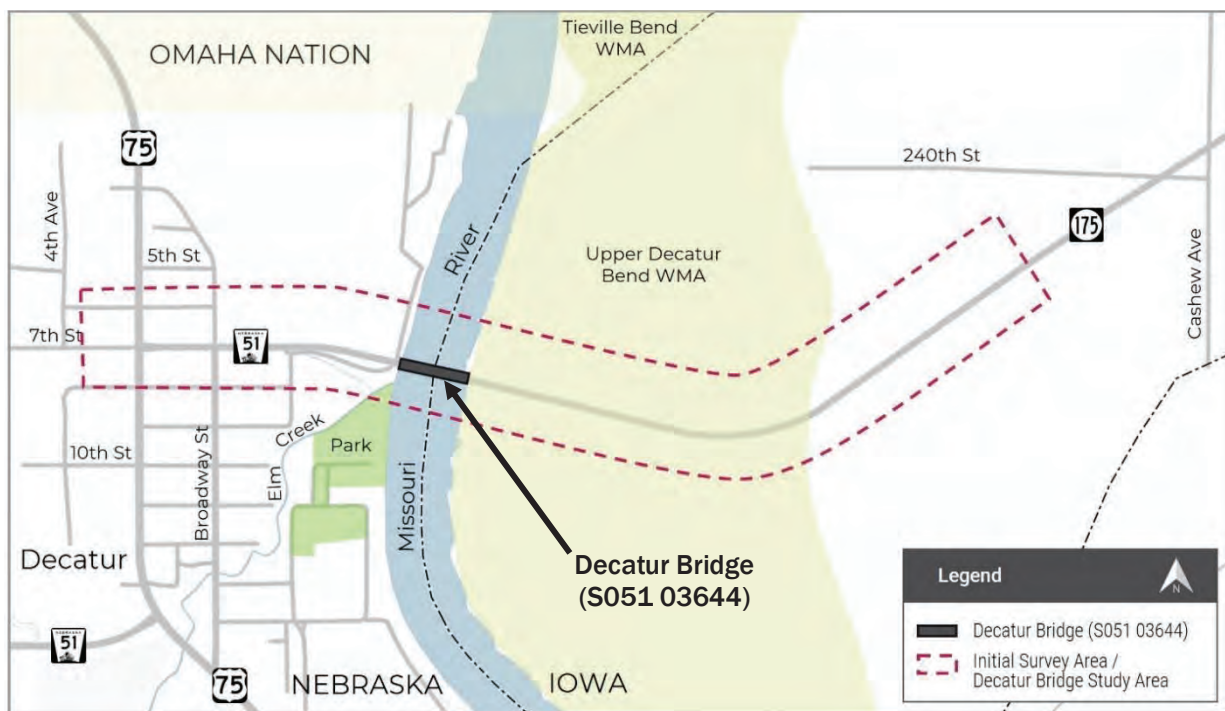
Built in 1951 and opened to traffic in 1956, the **Decatur Bridge (S051 03644)** is 1,956 feet long consisting of a three-span Nebraska Approach Unit, a two-span rigid-connected Warren-type through-truss River Unit, and two Iowa Approach Units each composed of three spans (**Figure 1-4**). The Decatur Bridge was determined NRHP eligible by the Nebraska SHPO in 2013 and by the Iowa SHPO in 2011 under Criterion A: History-Transportation, as a large highway bridge that established the first highway crossing of a major waterway and as a major state bridge-building initiative; and under Criterion C: Engineering, as a steel continuous through truss bridge with an exceptional span length.

The Decatur Bridge has undergone nine major repairs since it opened to traffic. An inspection conducted in 2024 identified additional “high and medium urgency” deficiencies to be addressed through a tenth major repair project in late 2025. The bridge has a clear roadway width of 22 feet, 6 inches composed of two 11-foot-6-inch-wide travel lanes and no shoulders, compared to current bridge design criteria that would require a minimum 6-foot-wide shoulder on each side of the bridge and 12-foot-wide travel lanes for a minimum clear roadway width of 36 feet. In the 1950s, the bridge with a concrete deck was designed for vehicular loads below those of today’s fleet. In 2000, the concrete deck was replaced with the existing open steel grate deck. The reduced load posting and narrow deck limit use of the bridge by larger/heavier vehicles, including grain and livestock trucks and agricultural equipment. The narrowness

¹ *Decatur Bridge Location and Environmental Study Feasibility Report*; January 2025. Accessible at [cn32395-decatur-bridge-location-and-environmental-study-feasibility-report-2025-01-13-final-1.pdf](https://www.ndot.gov/32395-decatur-bridge-location-and-environmental-study-feasibility-report-2025-01-13-final-1.pdf)

of the roadway also leads to frequent partial closures of the bridge (one lane of travel) when minor repairs and maintenance are conducted.

Figure 1-1: Study Area Resources



1.2 Background of the Historic Resource – Decatur Bridge

Section 106 of the NHPA requires federal agencies to consider the effects of a permitted, sponsored, or funded undertaking on historic (NRHP-listed or eligible) resources. The *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation and the Nebraska State Historic Preservation Officer for the Highway Bridge Replacement and Rehabilitation Program* (PA) executed in 1991 established the review parameter priorities regarding the evaluation of historic bridges in Nebraska. The PA led to the development of the *Nebraska Historic Bridge Inventory and Historic Bridge Management Plan*, and although expired, the PA and inventory and management plan established protocols for consideration of historic bridges in Nebraska and priorities for their treatment. The bridge inventory is updated periodically, in accordance with the PA, and was most recently updated in 2007 (Mead and Hunt 2007). Additional information regarding the *Nebraska Historic Bridge Inventory and Historic Bridge Management Plan* is provided in **Appendix A**.

1.2.1 Description of the Historic Resource

In 1927, Nebraska approved legislation to build a bridge across the Missouri River, using Decatur's natural rock bottom as a suitable river crossing. In 1928, the US Congress approved funds to assist with constructing the bridge; however, with the onset of the Great Depression in 1929, plans for the bridge never came to fruition, and Decatur residents had to continue to rely on ferry services to cross the Missouri River.

After World War II, the Burt County Nebraska Bridge Commission was formed with the intent of spanning the Missouri River between Decatur and Onawa. In 1946, President Harry Truman signed legislation

approving construction of the bridge; however, a steel strike later that year, followed by a change in the river's course in 1947, caused further delays. The United States Army Corps of Engineers (USACE) approved the site for the Decatur crossing in 1950 with the groundbreaking on the Decatur side of the river on April 21, 1950. At the time the bridge was being built, the Missouri River changed its course, leaving the proposed bridge site nearly a quarter of a mile west of the river channel, earning the project the nickname of the bridge "that went nowhere, because it lost its river" (see **Figure 1-2**).

Figure 1-2: USACE Realignment of the Missouri River under the Decatur Bridge, 1955 (looking north)



Construction of the bridge proceeded on dry land as a cost-cutting measure, with the intent to re-channel the river once construction was completed. Dredging for the river channel under the new bridge began in January 1955, with the bridge opening to traffic as a toll bridge in December 1955. The Decatur Bridge (**Figure 1-3**) was formally dedicated in May 1956 during Decatur's centennial celebration.

Figure 1-3: Decatur Bridge (S051 03644)



The Decatur Bridge is 1,956 feet long, consisting of a three-span Nebraska approach unit, a two-span Warren through truss River Unit, and two Iowa approach units, each three spans long (**Figure 1-4**). The bridge has a clear roadway width of 22 feet, 6 inches, consisting of two 11-foot 3-inch-wide lanes and no shoulders. The deck is comprised of open steel grate panels, with a steel C-channel curb. The bridge railing is a built-up steel rail with W-shaped posts spaced 7 feet 6 inches apart, with the rail extending approximately 2 feet 11 inches above the riding surface (**Figure 1-5**).

Figure 1-4: Components of the Decatur Bridge

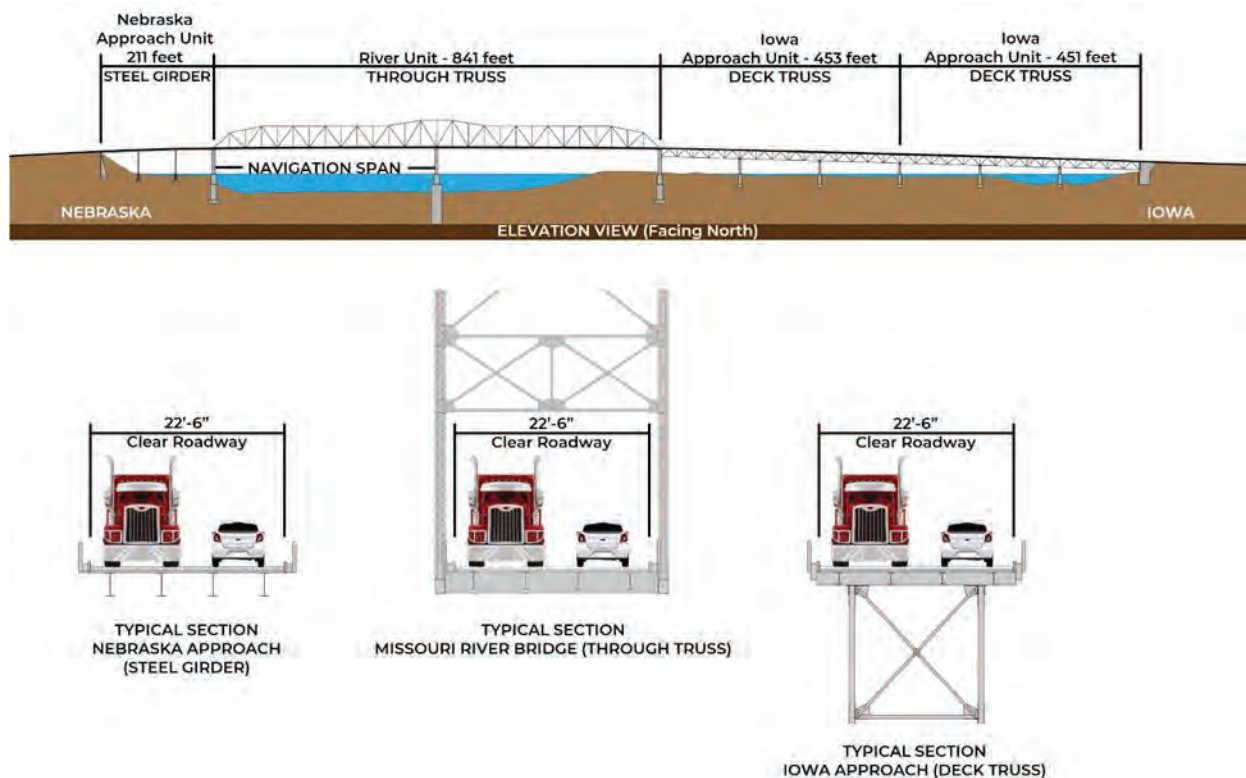


Figure 1-5: Decatur Bridge Looking West Towards Decatur, NE Along the Bridge Centerline



1.3 Functional and Structural Condition of the Decatur Bridge

The Decatur Bridge is nearing the end of its service life because of several structural and functional deficiencies. The Decatur Bridge receives a combined National Bridge Inventory (NBI), Fracture Critical (Nonredundant Steel Tension Member, or NSTM), and Element Inspection on a 2-year cycle. During the most recent inspection conducted in 2024, the deck was rated as “5 – Fair”, the superstructure was rated as “4 – Poor”, and the substructure was rated as “7 – Good”.

1.3.1 Repair History

The Decatur Bridge has undergone nine structural repair projects over its service life including two major structural repairs. Seven of these repair projects have occurred within the last 36 years (roughly half of the structure’s life) for an average repair frequency of one project every five years. The structure has undergone two major structural repair projects.

- In 2000-2001, the original concrete deck was replaced with an open steel grate deck. The deck replacement was required because of the age and deterioration of the deck concrete. Installing open steel grate decking helped maintain the functional load rating of the bridge, as the weight of the steel decking is approximately 20 percent of the weight of the original concrete deck.
- In 2017, NDOT performed a major repair project with the goal of extending the bridge’s useful life and maintaining a functional load rating. Structural steel repairs were performed on the River Unit and Iowa Approach Unit trusses. The floor beams of the River Unit were post-tensioned to increase their capacity. Concrete repair and strengthening were performed on several substructure units. Street and navigation lighting were overhauled, and the approaches and railings were updated. The entire superstructure and steel portions of the substructure were blasted and repainted.

The 2017 major repair project improved the superstructure and substructure ratings by one point each, and the superstructure rating improved from Fair condition to Satisfactory condition.

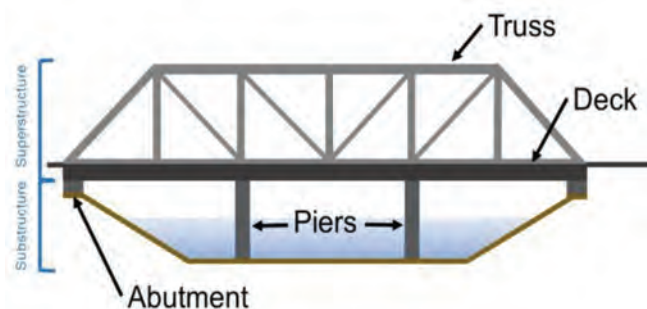
NDOT maintenance crews regularly perform structural maintenance of the Decatur Bridge in addition to structural repair projects. Deterioration of the open steel grate deck panels was noted as early as 2010, after only 10 years of service. NDOT and Iowa DOT initiated a program to repair the welds and

Figure 1-6: Bridge Component and Condition Definitions

What are bridge ratings?

Bridge condition ratings describe the existing, in-place bridge as compared to the record drawing bridge condition. Ratings range in number from 9 (excellent condition) to 0 (failed condition).

The **Deck** is the bridge component directly supporting wheel loads. The **Superstructure** includes the structural parts of the bridge that provide horizontal span (e.g., arch, truss, girders, etc.). The **Substructure** includes structural parts of the bridge that support the horizontal span (e.g., piers, bents, abutments, etc.).



What is bridge condition?

Bridge condition is determined by the lowest of the ratings for Deck, Superstructure, and Substructure. If the lowest rating is greater than or equal to 7, the bridge is classified as Good; if it is less than or equal to 4, the classification is Poor. Bridges rated 5 or 6 are classified as Fair.

replace the damaged steel grate deck panels in 2021. Under this program, the repair and replacement of damaged deck panels has an annual cost of approximately \$175,000/year (2024 dollars). Even with this program in place, the 2024 inspection identified 242 broken welds affecting nearly 50 percent of the deck panels.

1.3.2 Structural Deficiencies

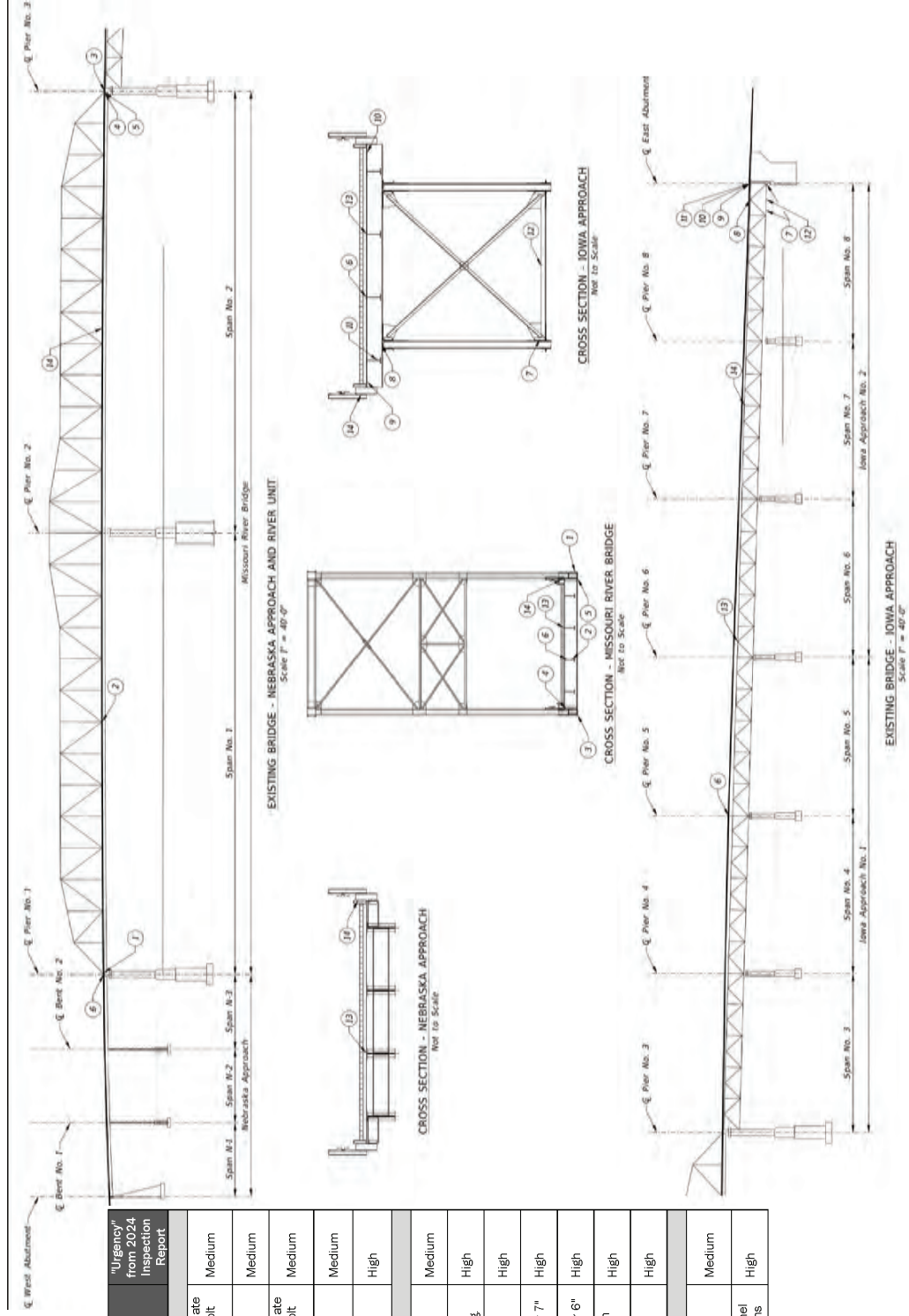
The 2024 Inspection Report² identified more than 400 deficiencies, of which the vast majority are structural. Twelve of the structural deficiencies were identified as having either “high” or “medium” urgency and consisted of cracks in floorbeams, cracks in connection angles, section loss with holes and cracking in truss main tension members, fractured bolts and rivets, and barrier damage. Nine of these deficiencies are in primary load-carrying members or connections, illustrated in **Figure 1-7** and examples shown in **Figure 1-8**. The deck declined from a “7 – Good” in 2022 to a “5 – Fair” in 2024. The extensive cracking in the deck panel welds is an ongoing issue and is the primary reason for the “Fair” deck condition. The superstructure declined from a “6 – Satisfactory” in 2022 to a “4 – Poor” in 2024 due to the number and severity of the structural deficiencies in the superstructure. The 2024 Inspection Report recommended repair of all twelve of the “high” and “medium” urgency deficiencies, and repair of an additional thirteen locations and instances of “low” urgency structural deficiencies. NDOT is preparing a project to address the identified highest urgency deficiencies in late 2025 to keep the bridge in safe operation until it is closed or replaced. Although the remaining structural deficiencies identified in 2024 were labeled as “low” urgency, most could deteriorate to “high” urgency at any time. Many of these deficiencies are in the primary load-carrying members and connections (e.g., truss, beams, piers, etc.). The open steel grate deck allows rainfall, snowmelt, and road salts to drain directly onto the structural members below, leading to a highly corrosive environment that accelerates deterioration.

1.3.3 Non-Structural Deficiencies

The 2024 Inspection Report identified 15 non-structural deficiencies with seven identified as having either “high” or “medium” urgency. These non-structural deficiencies generally consisted of faulty lights, damaged approach rails, approach pavement deterioration, and cracks in the deck panel to stringer welds. All seven deficiencies are recommended for repair in 2025.

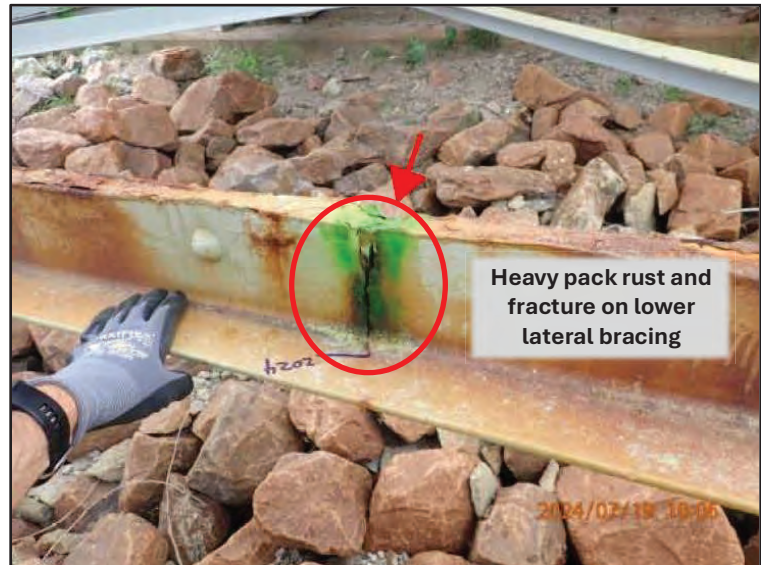
² Fracture Critical and Routine Inspections Report for S051 03644. October 21, 2024.

Figure 1-7: "High" and "Medium" Urgency Structural Deficiencies of the Decatur Bridge Identified During the 2024 Inspection



ID	Location	Member	Deficiency	"Urgency" from 2024 Inspection Report
Main Spans				
1	Span 1	L0 South	Exterior lower chord to bearing plate connection angle cracked at a bolt line	Medium
2	Span 1	FB8 Stringer 2	Broken Rivets	Medium
3	Span 2	L0' North	Exterior lower chord to bearing plate connection angle cracked at a bolt line	Medium
4	Span 2	FB L0'	North connection angle to truss cracked	Medium
5	Span 2	Pier 3 South Bearing	Fractured anchor bolt	High
Iowa Approach Spans				
6	Span 5	FB9' Stringer 2	Broken Rivets	Medium
7	Span 8	L2L0' (North & South)	Int. bottom vertical leg heavy pitting/loss with holes & cracking	High
8	Span 8	FB U1'	Bottom of web cracked due to section loss for 30"	High
9	Span 8	FB U0'	North end top of web cracked for 7"	High
10	Span 8	FB U0'	South end top of web cracked for 6"	High
11	Span 8	FB U0' Stringer 1	Cracks extending up from section loss in lower web	High
12	Span 8	L1'	Lower lateral strut failure	High
Deck				
13	Deck	General	Deck to stringer weld cracked or missing grate bars, multiple locations	Medium
14	Deck	General	Detached posts from deck channel and floorbeams, multiple locations	High

Figure 1-8: Examples of Structural Deficiencies Identified During 2024 Inspection



1.3.4 Functional Deficiencies

The Decatur Bridge has several functional deficiencies – conditions that do not meet current design criteria. The Decatur Bridge, depicted in **Figure 1-3**, has a clear roadway width of 22 feet, 6 inches composed of two 11-foot-3-inch-wide travel lanes and no shoulders, compared to current bridge design criteria that would require a minimum 6-foot-wide shoulder on each side of the bridge and 12-foot-wide travel lanes for a minimum clear roadway width of 36 feet. The narrow width limits the size of vehicles and agricultural equipment that can cross the bridge. Agricultural equipment can take up both lanes, limiting the bridge to a single lane of traffic. The bridge is an important crossing for trucks and large farm equipment as the nearest alternate river crossing involves an 80-mile round trip (approx.) from the Decatur area.

Approximately 20 of the structural deficiencies identified during the 2024 inspection appear to be the result of vehicle impacts with the River Unit through-truss superstructure. The narrow width and lack of shoulders have increased the likelihood of such impacts. The Decatur Bridge meets current design criteria for vertical clearance, but the overhead members still present a barrier to the use of the bridge by some large equipment. These overhead members also show evidence of past vehicle impacts.

The bridge's inventory rating is also less than half that of a modern bridge design. The narrow deck width and load-posting restrict the size and weight of vehicles that can legally use the bridge. As the primary load-carrying members of the bridge continue to experience corrosion and section loss, over the next several years, NDOT will further decrease the load posting, further restricting the weight of vehicles that can legally use the bridge.

The current NDOT Bridge Design Manual (NDOT BDM)³ specifies concrete rails or concrete barriers along the outside edge of the bridge deck. For state highway bridges, the Iowa DOT and NDOT BDM minimum requirement is a 3-foot-3-inch-tall concrete rail, which has been crash tested at Testing Level 4 (TL-4) per the AASHTO Manual for Assessing Safety Hardware (MASH). These concrete sections provide a higher level of crash safety than the existing built-up steel bridge rail, that has a height of approximately 2 feet 11 inches above the deck surface and has not been MASH tested. The taller rail height also reduces the risk of large vehicles rolling over the barrier on impact.

1.3.5 Service Life

Service life is the period for which the bridge provides the desired function and remains in service with appropriate preservation/maintenance activities.⁴ The Decatur Bridge is nearing the end of its service life. The frequency at which structural repairs need to occur has increased over the lifespan of the bridge, currently averaging once every five years. The bridge has already undergone two major repair projects to improve the load rating (2000 and 2017). The 2000 project replaced the original concrete deck with the open steel grate deck, and the 2017 repair project stabilized areas of deterioration and strengthened some of the structural elements. As evidenced during the 2024 inspection, various bridge ratings have decreased due to the continued deterioration of structural members including the deck grates and welds and parts of the superstructure. As deterioration continues and bridge ratings decrease, by 2030, NDOT will further reduce the load posting on the bridge as a precaution. By 2035, unless another major repair project is performed or the bridge is replaced, NDOT will close the bridge.

³ NDOT Bridge Design Manual; 2024. Accessed at: https://dot.nebraska.gov/media/4dapkdwu/24-11-12_ndot-bdm-ch-1-5-7-9-13.pdf

⁴ FHWA Bridge Preservation Guide, 2018

2.0 Purpose and Need for the Proposed Action

The purpose and need identifies the problems to be addressed by the proposed action and drives the process for considering alternatives. The purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand.

The transportation needs identified include:

2.1 Maintain Connectivity

- The existing crossing connects Decatur and Onawa area residents with services (employment, education, health care, emergency, recreation) on both sides of the river.
- Past long-term crossing closures negatively affected jobs and the regional economy.

2.2 Improve Infrastructure Condition

- Existing bridge condition - the state of the bridge in terms of structural deterioration, need for frequent and costly repairs, and issues that affect the remaining useful life of the structure.
- Existing bridge deficiencies - the design of the bridge in comparison to current standards.

2.3 Improve Resiliency Against Flooding

- Forecasted flood frequency and intensity – Recent trends on the lower Missouri River show an increase in the frequency and magnitude of major flood events at the project location. A 2023 USACE study predicts 50-year, 100-year, and 500-year floods to be 30 percent to 60 percent larger than previous estimates made in 2003, due to changing conditions within the upper Missouri River basin.
- Infrastructure stability – The crossing was closed for five months in 2011 due to foundation scour caused by the major flood event. The crossing remains susceptible to scour issues from future flood events of similar or greater magnitude.
- System reliability – The approach roadway (Iowa side) is susceptible to overtopping by updated 100-year and 500-year flood volumes.

3.0 Alternatives Considered

The *Decatur Bridge Location and Environmental Study* conducted in 2023-2024 evaluated several alternatives to improve the N-51/IA-175 crossing of the Missouri River including the No-Build, Rehabilitation of the existing bridge, Use of Another River Crossing, Transportation Systems Management (TSM)/Transportation Demand Management (TDM), and Alternate Transportation Modes. TSM/TDM and Alternate Transportation Modes did not meet the identified needs and would not provide a river crossing that meets current design standards. In addition, the population size, existing and forecasted traffic volumes, existing roadway infrastructure, including the lack of controlled intersections, and availability/accessibility to other modes were reasons why these alternatives were removed from further consideration. The remaining alternatives are described in further detail below.

3.1 No-Build Alternative

The No-Build Alternative would leave the existing Decatur Bridge crossing in place with regular and scheduled maintenance (e.g., replacement of damaged deck panels, minor repairs, etc.) occurring until a point in the future when such actions cannot sustain the continued use of the crossing and the crossing would be closed to traffic. Interim closures of the crossing to conduct scheduled maintenance and repairs would still occur when needed. During such closures, traffic would use the next available Missouri River crossings at Blair, Nebraska (approximately 37 miles south of Decatur) and Sioux City, Iowa (approximately 44 miles north of Decatur). The long-term use of these existing crossings as an alternative is further discussed in **Section 3.3**. The No-Build Alternative includes the repair project planned for late 2025 to address the “high and moderate” structural deficiencies identified in 2024, intended to keep the bridge in operation for another 10 years (2035). The No-Build Alternative does not meet the stated purpose and needs.

3.2 Rehabilitation

In general, rehabilitation involves major work required to restore the structural integrity of a bridge and to correct major safety defects.⁵ Rehabilitation may include actions that repair, strengthen, or upgrade the structural components of a bridge, including partial or complete deck replacement, superstructure strengthening or replacement, and substructure strengthening or replacement. Depending on the actions taken, the character-defining features of an NRHP-eligible bridge could be affected by rehabilitation. The Rehabilitation Alternative for the Decatur Bridge Project would repair those structural deficiencies remaining after the 2025 repair project is completed. At the time rehabilitation is conducted, it could also address the continued deterioration of load-carrying members, including activities to strengthen or replace all or part of the trusses, beams, and piers, depending on what is identified during future inspections. **Table 3.1** lists the “high and medium” deficiencies identified during the 2024 inspection that would be the subject of the 2025 repair project.

⁵ 23 CFR 650.403(c) and *FHWA Bridge Preservation Guide*, 2018

Table 3-1: Identified Structural Deficiencies in 2024 and Potential Repairs

Deficiency	Anticipated Repair	Approx. Number of Locations
Steel Superstructure		
Section loss and holes	Splice plates or member replacement	140
Cracks, including gusset plates and floorbeams	Splice plates, arrest holes, or member replacement	12
Pack rust	Blasting and zone painting	64
Bent, impacted, or torn members	Splice plates or member replacement	47
Cracked stringer coping and clip angles	Arrest holes or clip angle replacement	19
Cracks extending beyond arrest holes	Splice plates or member replacement	1
Missing or sheared bolts and rivets	Bolt replacement	12
Members showing sagging or tilting	Addition of stiffeners or angles	8
Localized paint peeling & rust bleeding	Blasting and zone painting	~ 0.5% of steel area
Concrete Substructure		
Extensive cracking	Concrete patching	63
Delamination and spalling at piers	Concrete patching	36
Exposed reinforcement at piers	Concrete patching w/ reinforcing replacement	12
Deck and Bridge Railing		
Cracked deck to stringer welds	Replace panels	~ 10% of panels
Under height rail (see "Functional Deficiencies")	Replace all existing steel railing with new steel railing. Minimum height = 3'-3".	Full length
Non-structural Deficiencies		
Non-functioning lights	Replace fixtures	2
Missing/damaged guardrail blocks	Replace blocks	5
East end of paving joint failing	Replace joint	1
Heavy tree and vegetation growth	Clear growth	2
Debris collection on plates & members below deck	Powerwash plates & members below deck	Throughout

The feasibility of the following rehabilitation options – deck replacement, rail replacement, and truss expansion or replacement – are presented below.

Deck Replacement – As described in **Section 1.3.1**, the original concrete deck was removed during the 2000-2001 repair project and replaced with the open steel grate panels to help maintain the functional load rating of the bridge. The declining condition of the remainder of the structure since that time has required a load posting that restricts the bridge's use to double axle vehicles (e.g., personal car, pick-up truck, typical delivery vehicle) weighing no more than 25 tons, and a typical semi-truck of 36 tons.⁶ The bridge's current load rating and posting are limited by the strength capacity of the existing gusset plates and stringers. It is not possible to increase the capacity of the gusset plates or to reduce the overall weight of the bridge. Further deterioration of the structure will eventually cause the load rating and

⁶ The bridge was designed for H15 live loading, which is much less than the current HL-93 design standard. The load posting of 25 tons for special hauling vehicles is similar to the Nebraska Type 3 Legal Truck but less than larger legal single-unit trucks such as SU5 – SU7. In addition, the single-axle legal load is 20,000 pounds but the load posting restrictions may limit single-axle weight depending on the vehicle configuration, including larger trucks and farm equipment.

posting to decrease, as these and other primary load-carrying members positioned directly below the open steel grate deck continue to be exposed to moisture and de-icing salts.

Rehabilitation would not replace the existing open steel grate deck, as a heavier concrete deck would further reduce the load posting to well below legal loads for trucks. Damaged deck panels continue to be replaced on a yearly basis. The condition of the deck panels and welds would continue to be assessed and replaced in-like-and-kind as part of the current bridge management plan.

Bridge Rail Replacement - The existing steel railing⁷ cannot be upgraded to a MASH-tested concrete rail or barrier. A concrete rail or barrier requires a concrete deck for anchoring. The existing steel rail would be replaced with another steel rail that meets the minimum NDOT and Iowa DOT height requirement of 3 feet, 3 inches, but this rail would not meet current crash-testing standards. Loose or damaged posts would be re-attached or replaced during ongoing maintenance.

Truss Expansion or Replacement - Rehabilitation would not correct the functional deficiencies described in **Section 1.3.4** and outlined in **Table 3-1**. The clear roadway width is constrained by the interior width of the River Unit thru-truss and the presence of the existing rails immediately inside the vertical truss members. Neither widening the bridge by (1) building a cantilevered deck beyond the outside of the existing truss or (2) adding a third truss line outside of the existing truss lines is feasible, because both the cantilevered load and additional truss load would overload the supporting members of the bridge. Modification or replacement of the truss would affect the NRHP-eligible characteristics of the bridge. Therefore, the clear roadway width (functional deficiency) cannot be widened without replacement of the truss. Replacement of the truss would also affect the NRHP-eligible characteristics of the bridge.

In addition, and as noted in **Table 3-2**, the vertical clearance meets current NDOT, Iowa DOT, and AASHTO minimum requirements but still restricts the use of the bridge by many oversized loads, vehicles, and agricultural equipment. Modifying the truss portals cannot improve the vertical clearance, as it would affect the lateral stability of the truss.

⁷ The existing steel railing does not meet current American Association of State Highway and Transportation Officials (AASHTO) Manual for Assessing Safety Hardware (MASH) standards.

Table 3-2: Functional Deficiencies and Current Design Standards

Functional Deficiency	Existing Condition	Current Standard or Preference	Improvement w/Rehabilitation
Clear Roadway Width on Bridge	22'-6" clear width 11'-3" lanes, no shoulders	*Current standard: 36'-0" clear width (min) 12'-0" lanes, 6'-0" shoulders	None
Bridge Railing Type	Built-up Steel Rail Posts: 5" W-shape, 7'-6" spa. Rails: angles & misc. shapes Curb: C-channel **MASH Test Level: Not tested	Current NDOT BDM Standard: - Concrete Rail (NU), or - Concrete Barrier (New Jersey Section) **MASH Test Level: TL-4 or better	None
Bridge Railing Height above Riding Surface	2'-11"	Current NDOT BDM minimum: - State Hwy = 3'-3"	Improved to 3'-3"
Vertical Clearance	17.65 ft. at lowest portal	*NDOT minimum: 16'-0" AASHTO minimum: 17'-6" Preferred: no limit	None
*From NDOT Minimum Design Standards for the N-51 Highway Classification: State Functional Classification: Major Arterial National Functional Classification: Minor Arterial Estimated Average Daily Traffic (ADT) in 2029: 1830 vehicles per day **AASHTO Manual for Assessing Safety Hardware (MASH)			

Rehabilitation would continue actions to address some of the worst deficiencies identified during future yearly inspections. It is estimated that such activities would possibly extend the service life of the bridge by eight to ten years beyond that of the No-Build Alternative, to 2045. Primary load carrying members such as gusset plates and floorbeams, cannot feasibly be replaced, but extensive patching or bracing could be used (e.g., using a splice plate), but the underlying cracking and corrosion would still be present and would continue to worsen. Many of the identified corrosion holes and cracks are in tight corners with no reasonable options for applying a lasting patch or repair. Corrosion, section loss, and pack rust will continue as the new paint applied in 2017 breaks down with time and the deck continues to drain water directly onto the members below, further accelerating deterioration. The Rehabilitation Alternative would continue to replace approximately 10 percent of the worst-cast deck panels. Following the proposed 2025 repair, the maintenance program to repair welds and replace deck panels would re-start and continue until the bridge is closed or replaced. The deck panel replacement program costs approximately \$175,000 per year (in 2024 dollars).

The Decatur Bridge would continue to undergo annual NBI inspections, including Non-Redundant Steel Tension Member evaluation (NSTM, formerly known as “fracture critical”). NDOT increased the inspection frequency to yearly in 2025 due to the severity of the deficiencies identified in the 2024 inspection. Decatur Bridge inspections cost approximately \$60,000 per inspection (2024 dollars).

Rehabilitation would not modify the existing roadway profile, river channel, overbanks, or terrain below the bridge to attempt to improve the resiliency of the crossing to future flood events. The existing Iowa roadway approach would remain at risk of overtopping during a 100-year (Q100) flood event, requiring the highway to be closed. The existing pile-supported piers and abutment within the Iowa overbank would remain at risk of deep scour from large flood events, which caused the lengthy crossing closure in 2011.

Rehabilitation would not provide a long-term resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 to regional facilities, would not maintain accessibility to and by emergency

services, and would not provide infrastructure to support current and future travel demand. Some existing conditions could be addressed, but the long-term outcome of even major repairs would not extend the useful life of the bridge. The functional/design deficiencies cannot be addressed without replacing the truss or making other improvements that would affect the features of the bridge that make it NRHP-eligible. The flood resiliency of the crossing would not be improved, and the crossing would continue to be subject to damage and closure resulting from future flood events.

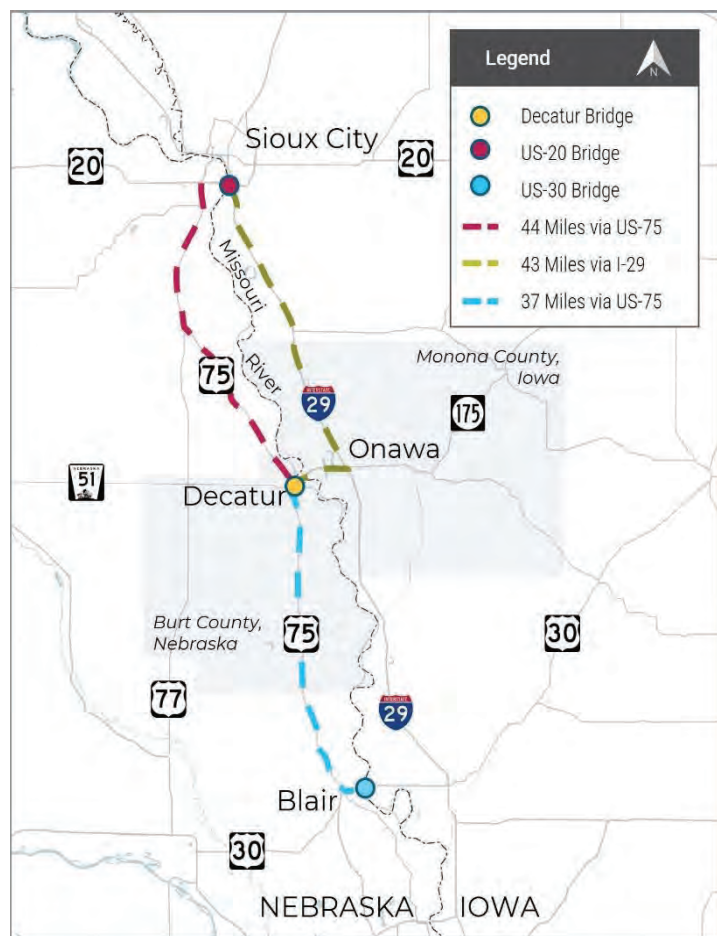
Rehabilitation is anticipated to cost \$2.8 Million (in 2025 dollars) and could potentially extend the useful life of the bridge until 2045. Based on the discussion presented, Rehabilitation does not meet the stated purpose and needs.

3.3 Use of Another River Crossing

The nearest existing Missouri River crossings (bridge to bridge) to Decatur are at Blair, Nebraska (approximately 37 miles south via US-75 and US-30) and Sioux City, Iowa (approximately 44 miles north via US-75 and US-20 Business through Nebraska or 43 miles via IA-175, I-29, and US-20 Business through Iowa) (Figure 3-1). Like the No-Build and Rehabilitation Alternatives, the Decatur Bridge crossing would not be improved under this alternative. Annual bridge inspections would continue. The 2025 repair project would be completed, followed by only scheduled maintenance and repairs until a point in the future when activities can no longer sustain the continued use of the Decatur Bridge crossing, and the crossing would be closed to traffic.

At that time, traffic would be rerouted along existing roadways to cross the Missouri River either at Blair or Sioux City. The existing approach roadways – N-51 and IA-175 – would be maintained to provide access to both sides of the river, but at a point in the future, the Decatur Bridge would be removed to avoid creating a hazard to river navigation and public safety. At that time, sections of N-51 and IA-175 could be removed from each state’s highway system, with maintenance becoming the responsibility of each county or the Village of Decatur. Areas of the existing roadbed leading up to the riverbank may also be removed. The Use of Another River Crossing Alternative would not meet the stated purpose and needs.

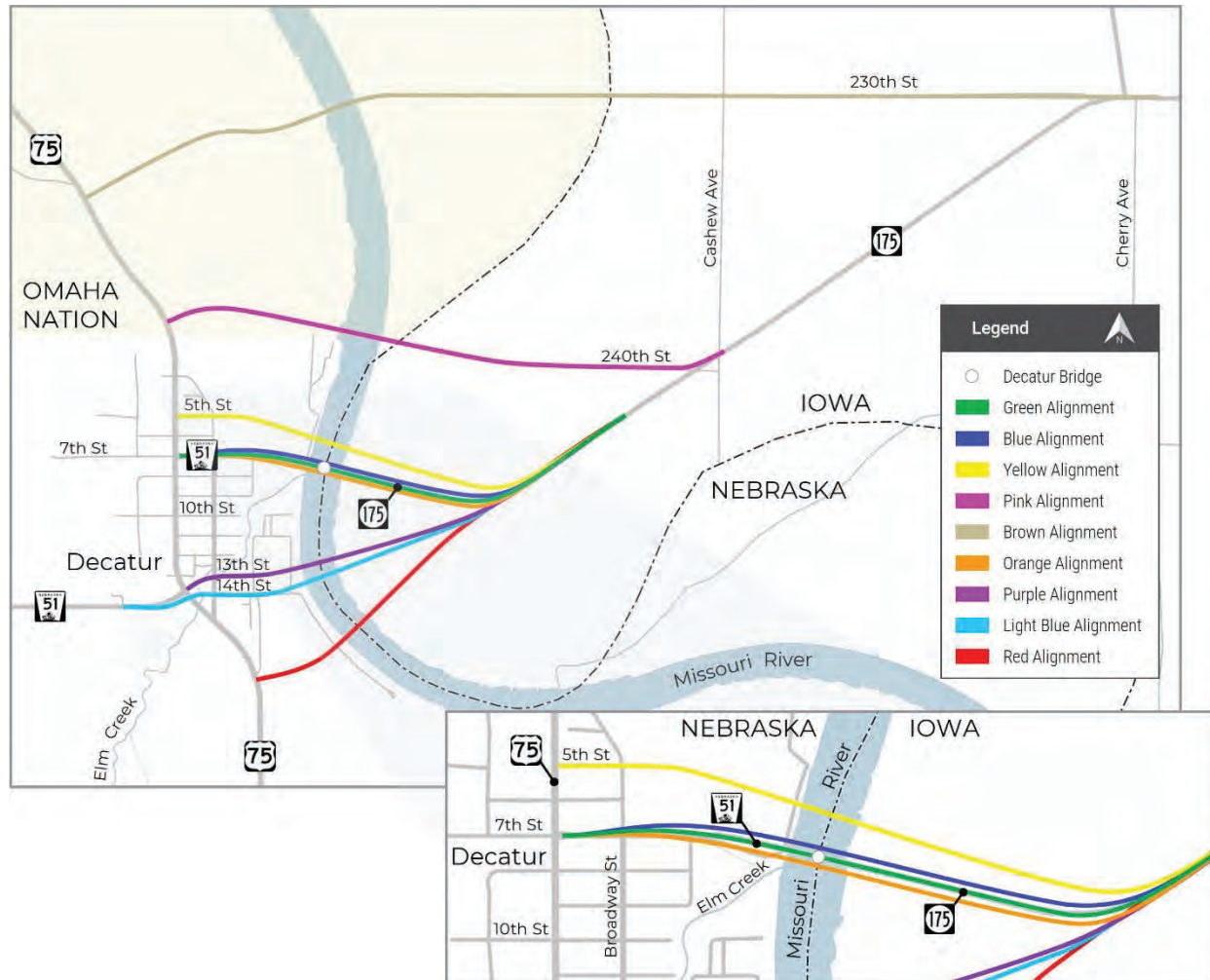
Figure 3-1: Nearest Existing Missouri River Crossings to Decatur



3.4 Build Alignments to Provide an Improved River Crossing

Several alignments were studied to provide a new river crossing including replacement of the Decatur Bridge on the existing N-51/IA-175 alignment and multiple alignments both north and south of the existing river crossing (Figure 3-2).

Figure 3-2: Alignments to Provide an Improved River Crossing



Green Alignment – Replace the Decatur Bridge on the Existing Alignment - Replacement of the bridge along the existing N-51/IA-175 alignment would require the crossing to be closed to traffic for two years or longer resulting in adverse out-of-direction travel of more than 80 miles round trip during construction (see Section 3.3 Use of Another River Crossing). The Green Alignment would severely affect access to existing businesses in Decatur and access by emergency responders from Onawa during the closure timeframe, potentially resulting in irreversible negative effects on residents and the local economy. During the Location and Environmental Study, the public and members of the Community Advisory Group (CAG) voiced strong opinions against long-term closures of the crossing for major repairs and the effects those closures had on residents accessing employment, health care, commerce, and general services in Onawa. For these reasons, the Green Alignment is not considered feasible or reasonable and was removed from further consideration.

New Location Alignments - The Yellow, Pink, Brown, Purple, Light Blue, and Red Alignments shown in **Figure 3-3** were also removed from further consideration because they did not address the connectivity and mobility needs of the communities, created additional adverse, out-of-direction travel for commuters and emergency responders, and would negatively affect the viability of the Decatur community. The Pink and Brown Alignments would cross through Omaha Reservation lands. These new location alignments would provide a long-term resilient river crossing but would require excessive out-of-direction travel for the residents of Decatur and emergency providers in Onawa. They would provide infrastructure supporting current and future travel demand, but at the cost of excessive out-of-direction travel and travel time. Like the No-Build and Use of Another River Crossing alternatives, no improvements would be made to the Decatur Bridge other than planned maintenance and repairs until a point in time when the bridge would be closed to traffic. For these reasons, the Yellow, Pink, Brown, Purple, Light Blue, and Red Alignments were not considered feasible or reasonable and were removed from further consideration.

Because of their proximity to the existing Decatur Bridge crossing and their ability to meet the stated purpose and needs, both the Blue and Orange Alignments were recommended for further study. Each Build Alternative is described in greater detail in the following sections.

3.4.1 Blue Alternative – Build New Bridge North of the Existing Crossing

The Blue Alternative (**Figure 3-3**) would construct a new river crossing approximately 80 feet north of and parallel to the existing Decatur Bridge crossing. The new bridge would be approximately 2,715 feet long, almost 760 feet longer than the existing Decatur Bridge, to provide additional flowage capacity within the floodplain and overbank area on the Iowa side of the river, replacing the separate overflow structure that exists today. The new bridge would have a total clear roadway width of 40 feet, consisting of two 12-foot-wide travel lanes (one in each direction) and 8-foot-wide shoulders on both sides of the bridge. The new River Unit of the bridge is anticipated to be supported by steel plate girders, eliminating any overhead truss components. The approach roadways and bridge units on both the Nebraska and Iowa sides would be updated to current design standards. In Decatur, the approach roadway would tie back into existing N-51 just east of Broadway Street. On the Iowa side, the approach roadway would tie back into existing IA-175 west of Cashew Avenue. The Blue Alternative would reconstruct the existing access road within the Upper Decatur Bend Wildlife Management Area (WMA) on the Iowa side of the river to maintain access to the WMA. The existing Decatur Bridge crossing would remain open to traffic during construction of the new bridge (possibly two years or more) until the approach roadways are connected to the existing highways. When construction is complete, the Decatur Bridge and sections of the existing approach roadways would be removed.

The Blue Alternative would provide a long-term resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 to regional facilities. Resiliency would be enhanced by building a longer River Unit without a separate overflow structure to address the scour and flowage issues within the Iowa overbank that have affected the Iowa abutment during past flood events. It would maintain accessibility between Decatur and Onawa without adding out-of-distance travel and increasing travel time. The wider bridge deck and addition of shoulders would allow most bridge maintenance and repair activities to occur without reducing lane capacity or temporarily closing the bridge.

The total construction cost estimate (construction, engineering, ROW, utility relocations, and contingency) for the Blue Alternative is \$83.2 Million (in 2025 dollars) and would provide a structure with an anticipated lifespan of between 75 and 100 years.

3.4.2 Orange Alternative – Build a New Bridge South of the Existing Crossing

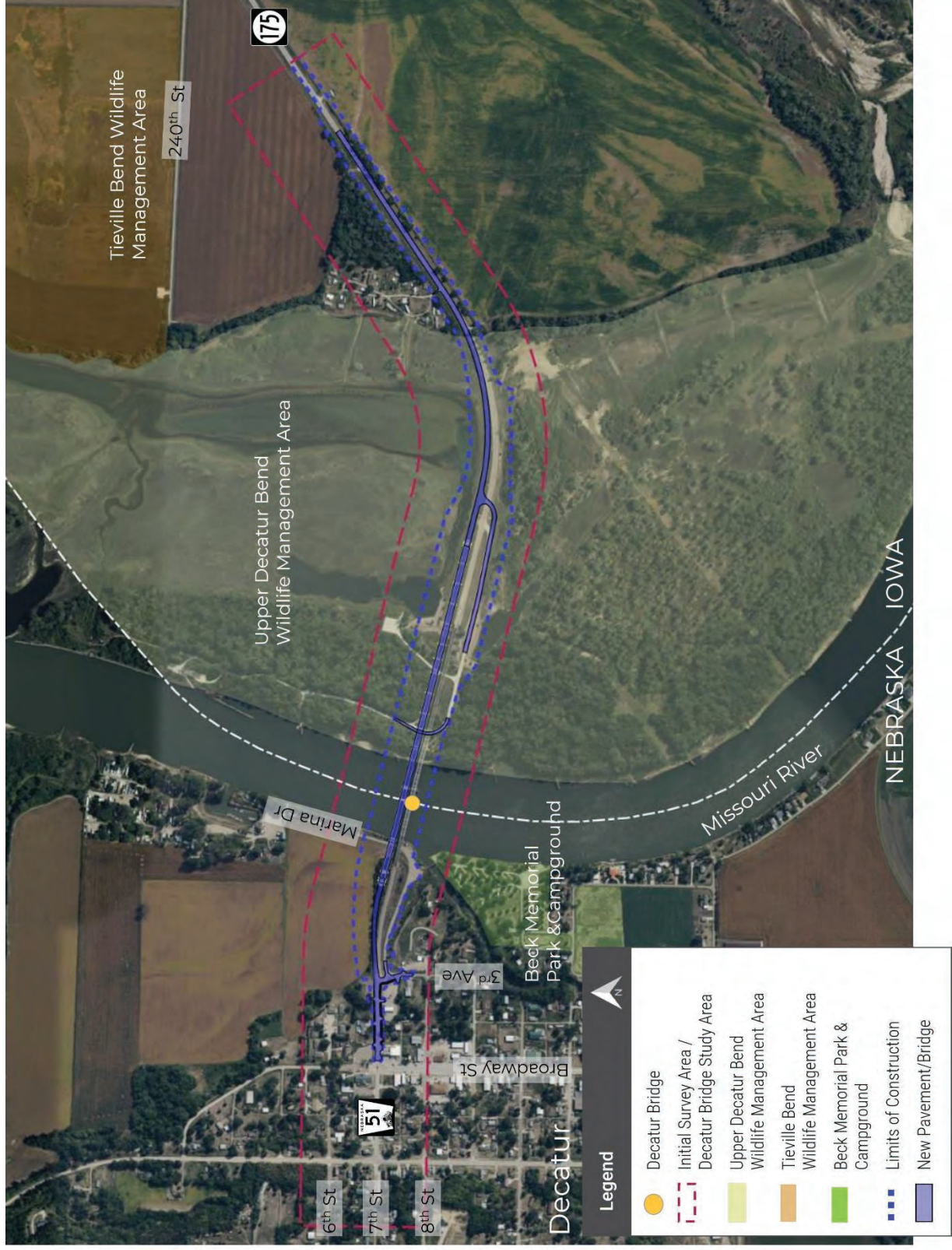
The Orange Alternative (**Figure 3-4**) would construct a new river crossing approximately 80 feet south of and parallel to the existing Decatur Bridge crossing. The new bridge would be approximately 2,755 feet long, almost 800 feet longer than the existing Decatur Bridge, to provide additional flowage capacity within the floodplain and overbank area on the Iowa side of the river, replacing the existing separate overflow structure. The new bridge would have a total clear roadway width of 40 feet, consisting of two 12-foot-wide travel lanes (one in each direction) and 8-foot-wide shoulders on both sides of the bridge. The new River Unit of the bridge is anticipated to be supported by steel plate girders, eliminating any overhead truss components. The approach roadways and bridge units on both the Nebraska and Iowa sides would be updated to current design standards. In Decatur, the approach roadway would tie back into existing N-51 just east of Broadway Street. On the Iowa side, the approach roadway would tie back into existing IA-175 west of Cashew Avenue. The existing Decatur Bridge crossing would remain open to traffic during construction of the new bridge (possibly two years or more) until the approach roadways are connected to the existing highways. When construction is complete, the Decatur Bridge and sections of the existing approach roadways would be removed.

The Orange Alternative would require relocation of Marina Drive in Decatur to the north side of N-51 creating a new access road under the new bridge to access Beck Memorial Park and Campground south of N-51. The Orange Alternative would impact the City of Decatur Wastewater Treatment facility south of Marina Drive. It would also require relocation of the existing access road along the south side of IA-175 within the WMA to the north side of IA-175 to access boat ramps and parking areas within the WMA.

The Orange Alternative would provide a long-term resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 to regional facilities. Resiliency would be enhanced by building a longer River Unit without a separate overflow structure to address the scour and flowage issues within the Iowa overbank that have affected the Iowa abutment during past flood events. It would maintain accessibility between Decatur and Onawa without adding out-of-distance travel and increasing travel time. The wider bridge deck and addition of shoulders would allow most bridge maintenance and repair activities to occur without reducing lane capacity or temporarily closing the bridge.

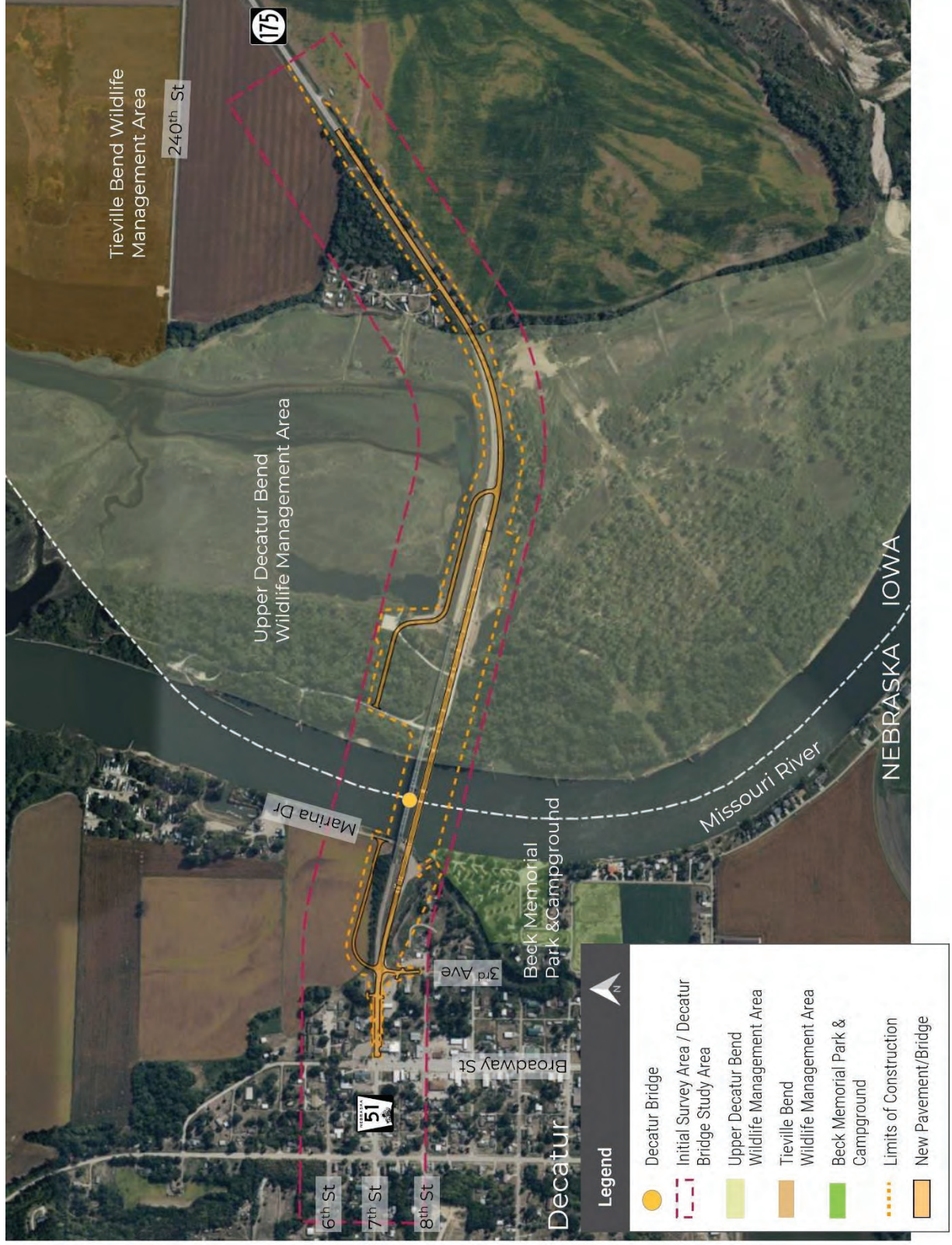
The total construction cost estimate (construction, engineering, ROW, utility relocations, and contingency) for the Orange Alternative is \$85.2 Million (in 2025 dollars) and would provide a structure with an anticipated lifespan of between 75 and 100 years.

Figure 3-3: Blue Alternative – Build a New Bridge North of and Parallel to the Existing Decatur Bridge



3.0 Alternatives Considered

Figure 3-4: Orange Alternative – Build a New Bridge South and Parallel to the Existing Decatur Bridge



3.5 Summary Comparison of the Alternatives Considered

The following matrices summarize the results of the alternatives screening process conducted during the *Decatur Bridge Location and Environmental Study*.

3.0 Alternatives Considered

Table 3-3: Summary of the Screening of the Universe of Alternatives Against the Purpose and Need

Needs	On Existing Alignment			Alignments North of Existing				Alignments South of Existing				Other Alternatives		
	NO-BUILD	REHAB/REPAIR	GREEN	BLUE	YELLOW	PINK	BROWN	ORANGE	PURPLE	LIGHT BLUE	RED	TSM/TMD	OTHER MODES	USE ANOTHER CROSSING
Need to Maintain Connectivity														
Connect residents with critical services	✗	—	—	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗
Accommodate local and regional travel demand (personal vehicles, large trucks, agricultural traffic)	✗	✗	✓	✓	✓	—	—	✓	—	—	—	✗	✗	✗
Minimize travel times for all users (route length and connectivity)	✗	—	—	✓	—	—	✗	✓	—	—	✗	✗	✗	✗
Support local and regional economies (existing and future, access and connectivity)	✗	—	✗	✓	✓	—	—	✓	—	—	—	✗	✗	✗
Need to Improve Infrastructure Condition														
Repair structural deterioration	✗	—	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗
Correct width and load posting deficiencies	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗
Minimize long-term maintenance costs	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗
Need to Improve Resiliency Against Flooding														
Provide greater infrastructure stability and system reliability than the existing crossing	✗	—	—	—	—	—	—	—	—	—	—	✗	✗	✗
Provide a resilient crossing in the face of changing conditions within the watershed	✗	—	—	—	—	—	—	—	—	—	—	✗	✗	✗
Does the alternative meet the purpose and need?	NO	NO	NO	YES	YES	YES	NO	YES	YES	YES	NO	NO	NO	NO

3.0 Alternatives Considered

Table 3-4: Summary of the Screening of the Universe of Alternatives Against the Performance Areas

Performance Areas	On Existing Alignment			Alignments North of Existing					Alignments South of Existing			
	NO-BUILD	REHAB/REPAIR	GREEN	BLUE	YELLOW	PINK	BROWN	ORANGE	PURPLE	LIGHT BLUE	RED	
Infrastructure												
Provides desired bridge lifespan (>75 years)	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Provides typical section necessary to support current and future travel demand	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Minimizes long-term maintenance costs	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Accessibility												
Maintains or improves local and regional connectivity	✗	✗	✓	✓	—	✗	✗	—	✗	✗	✗	
Maintains or minimizes increases in route length and travel time	✗	✗	✓	✓	—	✗	✗	✓	✗	✗	✗	
Facilitates river navigation (commercial and recreational)	✗	✗	✓	✓	—	—	✓	✓	✓	✓	✓	
Safety												
Provides travel lane and shoulder widths to support a variety of vehicle types, minimize conflicts with disabled vehicles, supports maintenance and emergency vehicle accessibility under traffic (most cases)	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Minimize travel distance for emergency response vehicles	✗	✗	✓	✓	—	✗	✗	✓	✗	✗	✗	
Resiliency												
Provides opportunity to implement scour risk reduction measures in design (longer bridge, relief structure)	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Allows for an increase in approach roadway elevation to reduce overtopping risk	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	

3.0 Alternatives Considered

Table 3-4 continued: Summary of the Screening of the Universe of Alternatives Against the Performance Areas

Performance Areas	On Existing Alignment			Alignments North of Existing					Alignments South of Existing			
	NO-BUILD	REHAB/REPAIR	GREEN	BLUE	YELLOW	PINK	BROWN	ORANGE	PURPLE	LIGHT BLUE	RED	
Environment												
Minimizes new ROW impacts	✓	✓	✓	✓	—	✗	✗	✓	—	✗	✗	✗
Minimizes impacts to adjacent property owners and number of potential displacements	✓	✓	✓	✓	—	—	✓	—	—	—	—	—
Minimizes impacts to public lands, conservation/management areas	✓	✓	✓	✓	—	✗	✗	✗	—	—	—	—
Minimizes impacts to wetland areas	✓	✓	✓	✓	—	✗	✗	✓	—	—	—	—
Minimizes impacts to wooded habitats	✓	✓	✓	✓	—	✗	✗	✓	—	—	—	—
Minimizes the volume of fill materials placed in the floodplain/floodway	✓	✓	✓	✓	—	✗	✗	✓	—	—	—	—
Constructability												
Minimizes major utility or infrastructure conflicts and potential relocations	✓	✓	✓	✓	✓	—	—	—	✓	—	—	—
Minimizes closure of N-51/IA-175 during construction	✗	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓

Table 3-5: High-Level Impact Comparison of the New Location Build Alignments (Fall 2024)

Impact Categories	Build Alignments Remaining After Step 1 and 2 Screening					
	BLUE	YELLOW	PINK	ORANGE	PURPLE	LIGHT BLUE
Total Corridor Length ¹	1.6 miles	1.6 miles	2.1 miles	1.6 miles	1.6 miles	1.7 miles
Acres of New ROW ²	23.8 acres	25.1 acres	31.3 acres	23.5 acres	24.3 acres	25.8 acres
Total Wetland Impacts ³	6.1 acres	9.3 acres	9.9 acres	5.1 acres	8.3 acres	7.6 acres
Total Floodplain Impacts ⁴	12.3 acres	15.3 acres	12.4 acres	12.2 acres	17.4 acres	17.1 acres
Impacts to USACE-owned Lands	0 acres	0 acres	0.9 acres	0 acres	0 acres	0 acres
Impacts to IDNR-owned lands	13.2 acres	13.0 acres	12.6 acres	13.5 acres	14.5 acres	14.5 acres
ROW Needed from Omaha Reservation ⁵	0 acres	0 acres	12 acres	0 acres	0 acres	0 acres
Section 4(f) Resources Affected	Remove Decatur Bridge	Remove Decatur Bridge, IDNR boat ramp and parking area	Remove Decatur Bridge	Remove Decatur Bridge, encroach into and affect access to Beck Memorial Park & Campground	Remove Decatur Bridge	Remove Decatur Bridge
Major Utility Conflicts	None	None	Pipelines	South Dike, stormwater outfall, drainage ditch	Pipelines	Pipelines

1 – Based on length from US-75 to IA-175.
 2 – Acreage estimate based on 150-foot-wide corridor for embankment sections and 80-foot-wide-corridor for at-grade sections with common endpoints at US-75 and IA-175.
 3 – Total acreage from the combination of delineated wetlands within the Initial Survey Area (BLUE and ORANGE) and NWI-mapped wetlands for the remaining alignments. Includes riverine, palustrine, and lacustrine wetland types.
 4 – 100-yr floodplain only mapped to state line/center of channel so quantity only accounts for areas in Iowa
 5 – boundary from data obtained from the Bureau of Indian Affairs

3.0 Alternatives Considered

Table 3-6: Impact Comparison for the No-Build and Build Alternatives (Revised December 2025)

Initial impacts were calculated in July 2025 to support the recommendation of a Preferred Alternative to move forward in the NEPA process. At that time, the quantification of proposed ROW (including temporary and permanent easements), particularly within the boundaries of the WMA, included lands within existing highway ROW mapped as IDNR-owned lands, etc. The quantities in the table below have been modified since July 2025, to remove the area of those lands within existing highway rights-of-way, to provide a more accurate calculation of the new/proposed ROW that would be acquired and would impact adjacent resources. Floodplain/floodway acreages are shown as “total” with both existing and proposed/new ROW indicated for the build alternatives. Design modifications made during the NEPA process (since August 2025) have further changed the impact calculations and are reflected in the EA.

Impact Category	No-Build	Blue Alternative	Orange Alternative
Total Bridge Length (ft)	1,956'	2,715'	2,755'
Lifespan of the bridge	5 years existing bridge	75-100 years new bridge	75-200 years new bridge
Marina Drive Realignment Length (LF)	NA	0 LF	1,174 LF
IDNR Access Road Realignment Length (LF)	NA	941 LF	2,163 LF
Length of IA-175 to be Removed (LF)	NA	4,333 LF	4,333 LF
Length of N-51 to be Removed (LF)	NA	1,457 LF	1,457 LF
Total Acres of Proposed/New ROW (ac)	NA	29.3 ac	36.2 ac
Acres IDNR Lands (Upper Decatur Bend WMA) Within Proposed/New ROW	NA	18.5 ac	23.8 ac
Acres of USACE Mitigation Easements Within Proposed/New ROW	NA	16.7 ac	22.1 ac
Acres of Woodland Impacts	NA	8.1 ac	15.7 ac
Acres of Permanent Wetland Impacts (all types)	NA	2.3 ac	1.9 ac
Acres of Permanent Stream Impacts (all types)	NA	0.02	0.07 ac
Acres of Mapped 100YR Floodplain Within Existing and Proposed/New ROW	17.3 ac	40.4 ac	47.1 ac
Acres of Regulatory Floodway Within Existing and Proposed/New ROW	5.3 ac	13.7 ac	19.3 ac
NRHP-Eligible Resources, Adverse Effect	Decatur Bridge	Decatur Bridge	Decatur Bridge
Section 4(f) Resources, “Use”	Decatur Bridge	Decatur Bridge Upper Decatur Bend WMA	Decatur Bridge Upper Decatur Bend WMA Beck Memorial Park/Campground
Total Number of Displacements – Residential, Commercial	NA	0	0
Number of Hazardous Material Properties Affected	NA	0	0
Total Estimated Construction Cost (in millions, 2025 dollars) (construction, engineering, ROW, utility relocation, contingency)	Maintenance and repair costs have not been determined.	\$83.2 M	\$85.2 M

4.0 Summary and Conclusions

Alternatives that would avoid having an adverse effect or result in use of the NRHP-eligible Decatur Bridge would not address the purpose and needs identified. The No-Build Alternative would not make any structural or functional improvements to the bridge to extend its useful life. The condition of the bridge would continue to deteriorate to where the bridge would need to be closed to traffic and eventually removed. The Rehabilitation Alternative would address only “high” and “medium” urgency deficiencies but would not address the functional deficiencies of the bridge. Rehabilitation, including the proposed major repairs to be completed in 2025, would not extend the useful life of the bridge by more than 10 years (2045).

Both Build Alternatives would remove the Decatur Bridge, resulting in an adverse effect under Section 106. Either the Blue or Orange Alternative will be selected as a Preferred Alternative early in the NEPA process. At present, relocation and reuse of the Decatur Bridge is not a feasible option to resolve the adverse effect.

5.0 References

- FHWA. 1983. Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges. July 5. <https://www.environment.fhwa.dot.gov/4f/4fbridge.asp>.
- FHWA. 1991. Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, and the Nebraska State Historic Preservation Officer for the Highway Bridge Replacement and Rehabilitation Program.
- FraserDesign, and Hess, Roise and Company. 1991. Nebraska Historic Bridge Inventory and Management Plan. July. Available online at http://environment.transportation.org/pdf/historic_cultural/Nebinventory.pdf.
- Mead & Hunt. 2007. National Register Evaluation of Nebraska Bridges 1947 to 1965. May. Available online at <http://www.transportation.nebraska.gov/history/docs/HistoricBridgeReportFinal.pdf>.
- National Register of Historic Places Multiple Property Documentation Form (MPDF) 1991 *Highway Bridges in Nebraska 1870–1942*. Prepared by Charlene K. Roise, Principal. Fraserdesign and Hess, Roise and Company. Loveland, Colorado.

APPENDIX A – *Nebraska Historic Bridge Inventory and Historic
Bridge Management Plan*

The *Nebraska Historic Bridge Inventory and Historic Bridge Management Plan* (FraserDesign and Hess, Roise and Company 1991) outlines the following five priorities for treatment of historic bridges (see **Chapter 5.0** for further discussion):

1. The preferred treatment for a historic bridge is to have it continue to carry vehicular traffic at its original site with minimal modification.
2. If it is not feasible to keep the bridge at its original site, every effort should be made to find an appropriate site to which it could be relocated for vehicular use.
3. If it is determined that the bridge can no longer carry vehicular traffic or could do so only at the expense of its historic integrity, the next best solution is to retain it for non-vehicular use at its original site with minimal modification. Priority should be given to transit-related uses, such as serving bicycle and pedestrian traffic.
4. If the bridge can no longer carry vehicular traffic, no “as is” use is feasible, and cannot be left in place, adaptive use possibilities should be explored, with preference to reuses that retain the bridge at its original site. Necessary modifications should not damage or obscure the original bridge structure. If no suitable in situ adaptive use can be found, the bridge can be closed to vehicular traffic and left in place as a “moldering ruin.”
5. If the bridge cannot remain on its original site and cannot be moved, it shall be documented to the standards of the Historic American Engineering Record (HAER) before demolition, disassembly, or modifications that will destroy its historic integrity. If possible, the structure should be disassembled carefully and stored until a new location for it can be found or significant components should be incorporated into any new bridge at the site or salvaged for educational purposes.

The priorities for treatment of historic bridges as outlined in the *Nebraska Bridge Inventory and Historic Bridge Management Plan* (FraserDesign and Hess, Roise and Company 1991) were evaluated with respect to the historic Decatur Bridge (S051 03644). Each treatment priority is assessed individually below.

A.1 Priority 1

“The preferred treatment for a historic bridge is to have it continue to carry vehicular traffic at its original site with minimal modification.”

As previously discussed, the Decatur Bridge is both structurally and functionally deficient. As a result, continued use of the bridge for vehicular traffic would require these deficiencies to be addressed. Non-Redundant Steel Tension Member (NSTM), formerly known as “fracture critical”, and routine structural inspections conducted every two years and most recently conducted in July 2024, indicated the rating of the bridge’s superstructure has reached the condition threshold that requires further investigation of improvement alternatives. Because of the age and condition of the bridge, structural deficiencies are present in the superstructure, substructure, deck, and railings.

Structural deficiencies include cracks in floorbeams, cracks in connection angles, fractured rivets and anchor bolts, fractured deck-to-stringer welds, and section loss with holes and cracking in truss members. Many are in primary load carrying members. Most of the structural steel corrosion, section loss, and cracking are on members below the deck. The open steel grate deck allows water and de-icing salt spray to drain directly onto the members below, creating a corrosive environment. The protective paint added in 2017 has helped to reduce this risk; however, new heavy rust has developed in areas of localized paint failure, particularly areas that already had heavy loss and in locations where holes were painted over and

rust expansion underneath the paint is causing localized paint failure. As the paint breaks down over time, the direct exposure to deck drainage will re-initiate corrosion and section loss.

In addition to its structural deficiencies, the Decatur Bridge is functionally deficient. As described in Section 1.3.4, the bridge's width, lack of shoulders, and load rating are substandard. The clear roadway width is constrained by the interior width of the River Unit thru-truss and the presence of the existing rails immediately inside the vertical truss members. Neither widening the bridge by (1) building a cantilevered deck beyond the outside of the existing truss or (2) adding a third truss line (basically cutting the bridge in half) is feasible as both the cantilevered load and additional truss load would overload the substructure.

The existing steel railing cannot be upgraded to a MASH-tested concrete rail or barrier. A concrete rail or barrier requires a concrete deck for anchoring. The existing steel rail would be replaced with another steel rail that meets the minimum NDOT height requirement of 3-feet-3 inches, but it would not meet current crash-testing standards. Replacement of the open grate deck with a solid surface would further reduce the vehicle loads the bridge is able to support. The clear roadway width cannot be widened without replacement of the truss. These treatments to address both structural and functional deficiencies would constitute an adverse effect on the structure under Section 106 of the NHPA.

Additionally, approximately 20 of the structural deficiencies identified during the 2024 inspection appear to be the result of vehicle impact with the River Unit thru-truss superstructure. The narrow width and lack of shoulders have increased the likelihood of such impacts. The Decatur Bridge meets current design criteria for vertical clearance, but the overhead members still present a barrier to the use of the bridge by some large equipment. These overhead members also show evidence of past vehicle impacts. The inventory rating of the bridge is also less than half of that of a modern bridge design. The narrow deck width and load posting restrict the size and weight of vehicles that can legally use the bridge.

Because the functional deficiencies will persist regardless of continued rehabilitation activities, and addressing structural deficiencies will only potentially extend the useful life of the bridge another 5-10 years, the Decatur Bridge is not suitable for continued use for vehicular traffic in its current location. Continued use of the structure would require modifications that would detract from its character-defining features, including those that make it eligible for NRHP listing. Finally, retaining and rehabilitating the current structure does not meet the identified purpose and needs.

A.2 Priority 2

“If it is not feasible to keep the bridge at its original site, every effort should be made to find an appropriate site to which it could be relocated for vehicular use.”

As discussed in **Section 1.3**, the Decatur Bridge is both structurally and functionally deficient. Rehabilitation to address structural and functional deficiencies would require extensive repairs and possibly reconstruction of the existing bridge. Widening the bridge would result in the loss of historic integrity with regard to the character-defining features that qualify the structure for NRHP inclusion, thus resulting in an adverse effect on the structure and possibly resulting in loss of NRHP eligibility.

Relocation of all or part of the bridge was explored; however, several constraints are associated with relocation of all or part of a bridge of this size and design.

- The Decatur Bridge is composed of 7 spans including the 2 Warren style thru-truss River Unit Spans each 420 feet long, the 3 Nebraska Approach Unit Spans (steel girder spans totaling 211 feet long), and the 2 Iowa Approach Unit Spans (deck trusses totaling 904 feet long). Careful disassembly of the bridge components would be required to maintain the integrity of the structure to move it to a new location, including the removal of corroded rivets and damaged

components that would need to be replaced at the new bridge site. Disassembly of the bridge would need to be delayed until after the new bridge is constructed and the new approach roadways are tied back into N-51 and IA-175 removing all traffic from the Decatur Bridge. With the new bridge approximately 80 feet away from the existing bridge, additional caution would be required to dismantle and move the Decatur Bridge to a new location.

- Disassembly and reassembly could have added risk to construction as many of the members have extensive rust/corrosion and section loss that could further disintegrate upon disassembly. The bridge was inspected for asbestos containing materials (ACM) and lead-based paint in May 2024. No ACM were identified, and the existing bridge has been sand blasted and repainted since 2015.
- In addition to adding time to the construction schedule, disassembly and relocation of the bridge would add cost to the overall project (no estimate has been developed to date).
- Through marketing of the bridge, NDOT will monitor inquiries/responses from any interested parties. Coordination with Consulting Parties will continue during the Section 106 process to see if any other parties may be interested in reusing part or all of the Decatur Bridge.

Though communication with willing parties is ongoing, it is currently anticipated that relocation or reuse of all or part of the bridge in another location is not a reasonable option. Further documentation of marketing attempts and stakeholder coordination will be provided as both the NEPA and Section 106 processes progress.

A.3 Priority 3

“If it is determined the bridge can no longer carry vehicular traffic or could do so only at the expense of its historic integrity, the next best solution is to retain it for non-vehicular use at its original site with minimal modification. Priority should be given to transit-related uses, such as serving bicycle and pedestrian traffic”

Use of the Decatur Bridge for non-vehicular use was evaluated, but for the reasons outlined below, in-place bridge reuse under any ownership scenario is neither feasible nor reasonable.

As rehabilitation options do not satisfy the purpose and need requirement, Priority 3 was assessed with regard to the potential to retain the bridge for adaptive re-use in addition to the two Build Alternatives. The Blue Alternative (**Section 3.3.1**) would construct a new bridge approximately 80 feet north of and parallel to the Decatur Bridge. If this alternative is selected as the preferred alternative, demolition or removal of the Decatur Bridge would not be required, but the Blue Alternative would leave the Decatur Bridge isolated and disconnected from N-51 and IA-175. Similarly, selection of the Orange Alternative (**Section 3.3.2**) would construct a new bridge approximately 80 feet south of and parallel to the Decatur Bridge, and if selected as the preferred alternative would not necessitate demolition or removal of the Decatur Bridge but would also leave the Decatur Bridge isolated and disconnected from N-51 and IA-175.

The open grate deck of the Decatur Bridge and the lack of shoulders do not reasonably accommodate bike/ped users. None of the existing sidewalks along N-51 in Decatur connect to the bridge, and no trails or other bike/ped accommodations are planned on either side of the river. Like the rehabilitation alternative assessed, improvements could be made to the existing bridge to accommodate bike/ped use including adding a limited-width concrete deck, providing ADA-compliant railings, ramps, and walkways to access the bridge, and possibly new pedestrian-scale lighting. The limited-width solid deck would also provide access by maintenance and emergency vehicles.

Even with rehabilitation or improvements to accommodate bike/ped use, leaving the Decatur Bridge in place would ultimately create a safety hazard and would also require an undetermined level of maintenance until a time in the future when the bridge would completely close and removed. The cost estimate for both Build Alternatives includes demolition of the Decatur Bridge but not its long-term maintenance.

A.4 Priority 4

“If the bridge can no longer carry vehicular traffic, no ‘as is’ use is feasible, and cannot be left in place, adaptive use possibilities should be explored, with preference to reuses that retain the bridge at its original site. Necessary modifications should not damage or obscure the original bridge structure. If no suitable in situ adaptive reuse can be found, the bridge can be closed to vehicular traffic and left in place as a ‘moldering ruin.’”

As established in the previous treatment discussions, the Decatur Bridge is both structurally and functionally deficient in its existing location, and no *in situ* adaptive reuse has been assessed as reasonable or feasible. Continued use of the bridge in any capacity would require that the identified deficiencies be addressed, necessitating structural changes that may reduce the historic integrity of the bridge. These changes would result in an adverse effect to the bridge under Section 106. Furthermore, closing and leaving the bridge crossing as a “moldering ruin” would impede construction of either Build Alternatives, pose a safety hazard to the public, and would not satisfy the identified purpose and needs, which are to maintain connectivity, improve infrastructure condition, and improve resiliency against flooding.

Furthermore, without continued repair and upkeep, the existing bridge would eventually fail, potentially causing damage to other bridge components, creating a river obstruction, or creating a hazard to motor vehicles. As a result, leaving the existing bridge as a “moldering ruin” would go against the project’s purpose to provide a resilient river crossing that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand.

A.5 Priority 5

“If the bridge cannot remain on its original site and cannot be moved, it shall be documented to the standards of the Historic American Engineering Record (HAER) before demolition, disassembly or modifications that will destroy its historic integrity. If possible, the structure should be disassembled carefully and stored until a new location for it can be found or significant components should be incorporated into any new bridge at the site or salvaged for educational purposes.”

Restoration or rehabilitation for vehicular or non-vehicular use that preserves the bridge’s historic character is not feasible for the reasons identified above. Furthermore, the disassembly and relocation of the bridge would result in destruction of the character-defining features of the bridge. For these reasons, bridge documentation followed by demolition (or repair of the existing structure in a manner that would destroy its historic integrity) is the preferred treatment. Though attempts to market all or part of the bridge to potential new owners for possible reuse are ongoing, it is not anticipated that this treatment would be feasible with regard to the subject bridge. Recordation of the bridge using HAER guidelines would be conducted prior to demolition and would preserve the bridge’s historic elements through documentation. Furthermore, additional mitigative stipulations as outlined in a Memorandum of Agreement (MOA) would be conducted prior to or as part of the demolition of the historic structure.

APPENDIX B – Consideration of Adaptive Reuse of the
Decatur Bridge

Although not a standalone alternative, adaptive reuse of the Decatur Bridge was considered in concert with the two Build Alternatives. Leaving the Decatur Bridge in its current location and building either the Blue or Orange Alternative would isolate the bridge within each State's respective right-of-way, potentially leaving it as a 'moldering ruin.' The existing roadways accessing the bridge today would be disconnected and regraded. At the time this document was developed, no existing or planned recreational trails or sidewalks extend along IA-175, and only sidewalks extend along N-51 through Decatur. Therefore, the project area lacks the need and infrastructure to support bike/pedestrian (bike/ped) connectivity.

If Burt and/or Monona counties or the Village of Decatur were to take ownership of the bridge, improvements could be made to make it compatible with bike/ped use. The party taking responsibility for the bridge would be required to maintain it, including making repairs to keep the structure open to public use, and would be responsible for all liability associated with continued use of the bridge. As per the priorities for the treatment of historic bridges as outlined in the *Nebraska Historic Bridge Inventory and Historic Bridge Management Plan* (FraserDesign, and Hess, Roise and Company 1991), NDOT will market the Decatur Bridge for reuse following coordination with the Nebraska SHPO. The Iowa DOT will also market the bridge following coordination with the Iowa SHPO on the Iowa DOT Historic Bridge website during the same timeframe.

The existing bridge could be used in place to support bike/ped-only access across the river. Improvements would include construction of a concrete deck on top of the existing interior stringers and floorbeams, installation of a new railing, and the addition of lighting and signage along with appropriate Americans with Disability Act (ADA) compliant features such as ramps or elevators, if needed, due to the existing slopes and roadway grades leading to the bridge. The new concrete deck would provide a 12-foot-wide surface for bike/ped use but would need to be 7 inches thick to still support the use of on-bridge maintenance equipment (e.g., snooper truck) and small emergency response vehicles. The new concrete deck would add weight to the structure. Further analysis is required to determine if the bridge structural members have the capacity to support the additional load and the use of maintenance vehicles.

A typical NDOT chain-link pedestrian railing 5 feet tall would need to be installed along the edge of the concrete deck, keeping users away from the remaining open grate deck area and the existing bridge rails for safety purposes. Lighting of the bridge, particularly at the portals, along with signage and removable bollards to obstruct access to the bridge by unauthorized motor vehicles, could also be considered.

The components added to accommodate bike/ped-only use of the bridge would add different stresses to the structure. Although a major bridge repair is anticipated to occur in 2025 to address the deficiencies identified during the 2024 inspection, the underlying section loss, cracks, and other deficiencies would remain and would require continued monitoring. The 2025 repairs are anticipated to only extend the useful life of the bridge no more than 15 years following the completion of any bike/ped-only improvements. At that time, because the bridge is no longer used by vehicles and has been removed from both states' highway system, the bridge would most likely be closed and removed to avoid creating a hazard to the public and to river traffic. The estimated cost for making the improvements to accommodate bike/ped-only use of the Decatur Bridge could be on the order of \$2 M or more.

Because no third party has expressed interest in taking over ownership of the bridge, the lack of existing or planned bike/ped infrastructure along N-51 or IA-175, and the limited service life of the bridge under bike/ped-only use, adaptive re-use of the bridge alone or as a component of either Build Alternative is not considered feasible and reasonable and has been removed from further consideration.

APPENDIX C – Agency Coordination and Public Involvement

NDOT has engaged stakeholders, agencies, and elected officials in the early planning efforts for the project. The following summarizes the engagement that has occurred as well as additional involvement that will occur as the study progresses.

C.1 Early Agency Coordination – October 2023 – September 2024

Early outreach to regulatory and reviewing agencies was initiated during the Location and Environmental Study to inform them of the potential project and obtain information with regards to their jurisdiction by law, properties they may own or manage, and design or operational criteria applicable to the design and construction of the project.

Coordination with most of the agencies listed in **Table C.1** will continue throughout the duration of the project. Meeting notes and presentations are included in the project file.

Table C-1: Early Agency Coordination Summary

DATE	AGENCY ATTENDEES	DISCUSSION TOPICS
October 19, 2023	USCG, NDOT, Iowa DOT	Project Kick-Off and description, project timeline, coordination permission, bridge rehabilitation, bridge horizontal clearance (existing and new location alignments), bridge vertical clearance (key elevations), river navigation (allision history, typical barge traffic, vessel collision), removal depth for existing piers, navigation lighting and clearance gage requirements, construction requirements, USCG industry meeting.
November 3, 2023	USACE, IDNR, NDOT, Iowa DOT	Project Kick-Off and description, project timeline, concept study being conducted pre-NEPA, review of meeting with USCG on 10/19/2024, review of Missouri River navigation season, existing river structures, upcoming levee repairs, Section 408 triggers, hydrology and hydraulics study including scour and bathymetric survey, wetlands and agency management under the Missouri River Recovery Project (MRRP), and USACE real estate process.
November 17, 2023	USFWS, NGPC, NDOT, Iowa DOT	Project Kick-Off and description, project timeline and scope, Initial Survey Area, public lands, protected species, and wetland delineation/mitigation.
January 4, 2024	USACE, NDOT	Hydraulics – interpolation of flow data, stage-flow relationships at Decatur, 2% flow line, pier removal elevations
February 9, 2024	IDNR, NDOT, NDNR	Floodplain Permitting - Project Kick-Off and description, project timeline, data collected to date (floodplain, property boundaries), USACE Missouri River Flow Frequency Study (2023), USACE HEC-RAS model, bridge history/scour issues, flood map updates, permits by state, potential CLOMR.
May 9, 2024	USCG, FHWA, NDOT, Iowa DOT	Project schedule including NEPA and permits, upcoming meeting with USACE (5/17/2024), water surface elevations, existing bridge clearances, new vertical clearance, horizontal clearance, pier placement, conceptual alignments, vessel traffic, construction considerations, USCG industry meeting in 2025.
May 17, 2024	USACE, FHWA, NDOT, Iowa DOT	Project update – purpose and need, alignment/alternative screening process, impacts that could trigger reviews under Section 404 and 408 and by the USACE Real Estate Division, reviewed USACE real estate process (acquisition/easements), anticipated NEPA schedule and permits.
September 25, 2024	USACE, USCG, IDNR, FHWA, NDOT, Iowa DOT	Project update –reviewed anticipated NEPA schedule and unified timeline for USCG, USACE and IDRN permits/approvals after NEPA.

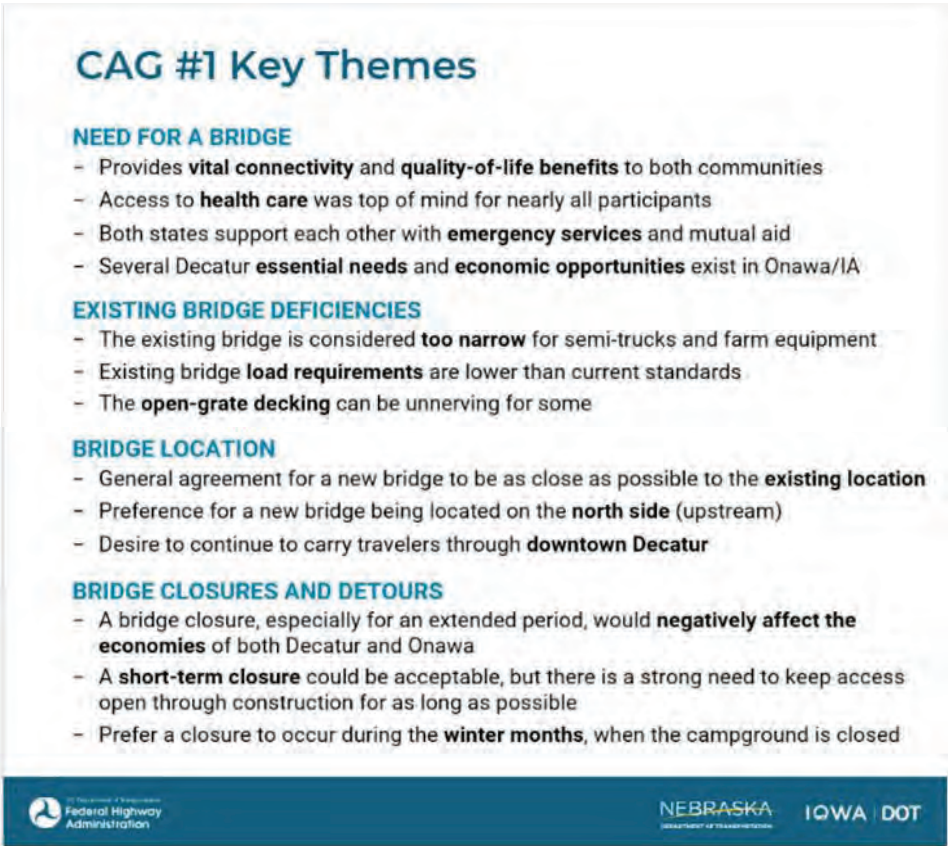
C.2 Community Advisory Group

NDOT and Iowa DOT identified representatives from Study Area communities on both sides of the river to participate in a Community Advisory Group (CAG). CAG members reflected a cross-section of the Decatur and Onawa communities including city and county officials, including sheriff, fire and EMS, healthcare providers, economic development and business owners, state agencies, the Omaha Nation, and educational institutions, including the Nebraska Indian Community College, and other interested parties. A total of 37 people were invited to participate in the CAG. Two CAG meetings were held – the first on January 18, 2024, in Onawa, and the second on April 25, 2024, in Decatur. Members were added to the CAG as the study progressed.

C.2.1 CAG Meeting #1 – January 2024

The initial CAG meeting introduced the proposed project and solicited feedback on the purpose and need for improving the river crossing. CAG members provided input on key issues and needs to be addressed during the study along with indicating initial preferences for new river crossing locations. Discussion themes from the CAG meeting are shown in **Figure C-1**:

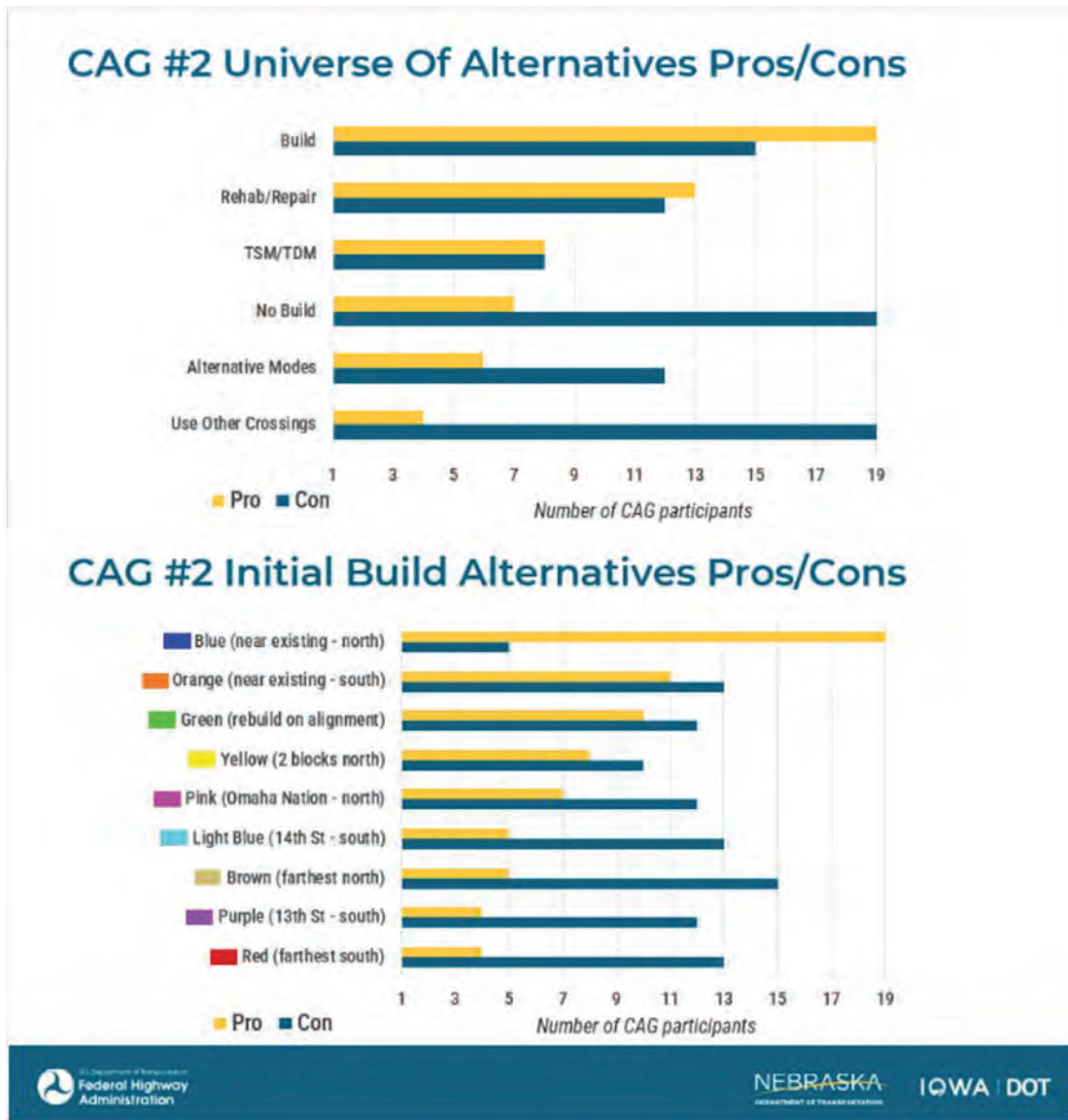
Figure C-1: Key Themes from CAG Meeting #1



C.2.2 CAG Meeting #2 - April 2024

The second CAG meeting focused on the needs to be addressed by the universe of alternatives including the build alignments developed in consideration of input received from the CAG and the public. CAG members shared their preferences for which alternatives should be studied further as shown in **Figure C-2**. In general, the CAG indicated a preference for building a new river crossing north of and adjacent to the existing crossing.

Figure C-2: CAG Input on the Universe of Alternatives Including the Build Alignments



C.3 Public Outreach and Engagement

Outreach to interested parties identified early during the Location and Environmental Study included local officials from both Nebraska and Iowa, resource and regulatory agencies, and CAG members. An email sign-up form was available on the project website with more than 200 added to the contact list since September 2024. Both NDOT and Iowa DOT coordinated with the federally recognized tribes with potential interests in the Study Area through early coordination under Section 106 of the NHPA. Outreach to the Omaha Tribe of Nebraska and the Nebraska Indian Community College in Macy, Nebraska (north of Decatur) included requesting their participation in the CAG. Blackbird Bend Casino and WinnaVegas Casino, both in Monona County, Iowa were also contacted to participate in the CAG.

C.3.1 February 2024 Community Survey

A community survey was conducted between February 1 and March 15, 2024, hosted online through the project website and with hardcopy surveys available for pickup and drop-off at five community locations in Decatur and Onawa. The survey was promoted by social media and word of mouth; news releases were distributed by both DOTs, promotional flyers were made available at community facilities, and CAG members were encouraged to share the survey email with friends and family members. A total of 1,092 surveys were submitted with 58 percent of respondents indicating they heard about the survey through social media and 20 percent by word of mouth. By the end of March 2024, more than 3,500 people had visited the Decatur Bridge project website. More than 80 comments were received by dropping pins on a virtual map of the Study Area, and 164 people signed up for email updates. Survey results indicated that 34 percent of respondents use the Decatur Bridge crossing four or more times a week and 35 percent use the crossing 1 to 4 times per month. In doing so, 73 percent of respondents indicated they would be severely affected if the bridge was permanently closed.

C.3.2 August 2024 Public Meetings

Two public information open house meetings were held, one in Nebraska and one in Iowa. Meetings originally scheduled for June 2024 were postponed to August 2024 because of flooding along the Missouri River and across the Study Area. The first meeting was held at the Onawa Community and Recreation Center, 320 10th Street, in Onawa, Iowa on Wednesday, August 28, 2024, from 11:30 AM – 1:30 PM, with 57 people attending. The second meeting was held at the Decatur City Hall, 913 S. Broadway Street, in Decatur, Nebraska on Thursday, August 29, 2024, from 5:00 – 7:00 PM, with 81 people attending.

Nearly 750 residents and business owners within the vicinity of the Decatur Bridge were notified by postcard (via the mail) prior to both meeting timeframes. Additionally, 325 public and private agencies with potential interest in the project, including the Nebraska Trucking Association, were notified. CAG members were also invited and encouraged to share information about the meeting with friends, family members, and the community in general. The public comment period extended from June 5, 2024, through September 16, 2024. A total of 49 comments were received during the extended comment period.

Comments generally favored building a new bridge, with commenters preferring alignments that would maintain connectivity between Decatur and Onawa, minimize disruption to existing N-51 and IA-175 during construction (especially through Decatur), and remain as close to the existing bridge as possible. In general, the public comments submitted reflected the feedback communicated by the CAG. More than 53 percent of the comments received mentioned the Blue alignment (north of and parallel to the existing

bridge) as a preferred location with 32 percent of the comments mentioning the Orange alignment (south of and parallel to the existing bridge) as a preferred location.

C.4 Engagement of Consulting Parties Under Section 106

NDOT will continue to engage stakeholders, property owners, and “certain individuals and organizations with a demonstrated interest in the undertaking to participate as consulting parties due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking’s effects on historic properties” (36 CFR 800.2(c)).

NDOT has identified the following entities as potential Consulting Parties under Section 106 of the NHPA. The list of potential Consulting Parties includes the following Federal and State agencies, local organizations, and federally recognized tribes:

- US Army Corps of Engineers, Omaha District
- US Coast Guard, Eighth Coast Guard District
- Nebraska State Historic Preservation Office
- Iowa State Historic Preservation Office
- Burt County, Nebraska
- Monona County, Iowa
- Village of Decatur, Nebraska
- City of Onawa, Iowa
- Arapahoe Tribe of the Wind River Reservation, Wyoming
- Cheyenne and Arapaho Tribes
- Flandreau Santee Sioux
- Iowa Tribe of Kansas and Nebraska
- Iowa Tribe of Oklahoma
- Northern Cheyenne Tribe of the Northern Cheyenne Indian Reservation, Montana
- Oglala Sioux Tribe
- Omaha Tribe of Nebraska
- Otoe-Missouria Tribe of Indians
- Pawnee Nation of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Ponca Tribe of Nebraska
- Prairie Band Potawatomi Nation
- Prairie Island Indian Community
- Rosebud Sioux Tribe
- Sac & Fox Nation of Oklahoma
- Sac & Fox Tribe of the Mississippi in Iowa
- Santee Sioux Nation
- Sisseton-Wahpeton Oyate
- Spirit Lake Tribe

- Three Affiliated Tribes
- Upper Sioux Community
- Winnebago Tribe of Nebraska
- Yankton Sioux Tribe

The Iowa DOT identified the following consulting Tribes/Nations with interest in the project and coordinated cultural resource field surveys conducted on the Iowa side of the river with their representatives:

- Flandreau Santee Sioux
- Omaha Tribe of Nebraska
- Winnebago Tribe of Nebraska

After potential Consulting Parties are identified, NDOT will contact them via mail or email and formally invite them to participate in the Section 106 process. The invitation will explain the benefits and requirements associated with acting as a Consulting Party under Section 106 and provide a 30-day response period for those parties who choose to participate. If no response is received within 30 days, the team will assume the individual or entity does not wish to become a Consulting Party. Attempts to contact potential Consulting Parties and their responses will be documented for the administrative record. Additional Consulting Parties may be identified and invited to participate as the study process proceeds.

Through the public involvement effort, NDOT and Iowa DOT will seek out interested members of the public and provide opportunities for public comment on the Section 106 process and associated resources. Some of these interested members of the public may request Consulting Party status. All requests for Consulting Party status will be vetted through NDOT, Iowa DOT, and both SHPOs (Nebraska and Iowa). NDOT and Iowa DOT Historians will make final determinations regarding the designation of additional Consulting Parties.

Appendix D

Historic Properties

Accessibility Support

This document may contain elements that are not fully accessible to screen readers. For a detailed explanation of the content or to request an alternative format, please contact Marissa Kuehn, NDOT Public Involvement Manager at marissa.kuehn@nebraska.gov or 402-479-4514

The following document is currently undergoing NDOT Legal Review. This draft MOA is provided for the public, potential consulting parties, Native American Tribes, and other interested parties to review and comment as part of the Section 106 and NEPA processes for the Decatur Bridge Project. Comments will be considered following the Decatur Bridge Public Hearing.

**MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION, THE
NEBRASKA DEPARTMENT OF TRANSPORTATION, THE IOWA
DEPARTMENT OF TRANSPORTATION, THE NEBRASKA STATE
HISTORIC PRESERVATION OFFICER, AND THE IOWA STATE
HISTORIC PRESERVATION OFFICER REGARDING THE DECATUR
BRIDGE REPLACEMENT PROJECT IN BURT COUNTY, NEBRASKA
AND MONONA COUNTY, IOWA
PROJECT NUMBERS STP-51-7-(109) & STP-175-1(106)-2C-67
CONTROL NUMBER 32395
R&C NUMBER 20231067477**

WHEREAS, the National Register of Historic Places (NRHP)-eligible Decatur Bridge carrying Nebraska Highway 51 (N-51)/ Iowa Highway 175 (IA-175) over the Missouri River between Decatur in Burt County, Nebraska and Monona County, Iowa is jointly owned and maintained by the Nebraska Department of Transportation (NDOT) and the Iowa Department of Transportation (Iowa DOT); and,

WHEREAS, NDOT and Iowa DOT plan to carry out the Decatur Bridge Project (the Project), which will replace the existing Decatur Bridge (NDOT Bridge Structure #S051 03644/Iowa DOT Bridge Structure #67-00750) using funds from the Federal Highway Administration (FHWA) (Attachment A: Exhibit 1); and,

WHEREAS, FHWA has determined that the condition of this bridge does not make it suitable to use in place, to make available for an alternative use, to relocate, or to market to a third party; and,

WHEREAS, the bridge was marketed for reuse from December 9, 2025, through January 19, 2026 online and in local newspapers and no letters of interest or proposals were received; and

WHEREAS, NDOT, on behalf of FHWA, is leading Section 106 of the National Historic Preservation Act (NHPA) and National Environmental Policy Act (NEPA) compliance and approval processes regarding the Project; and

WHEREAS, pursuant to 36 CFR 800, regulations implementing Section 106 of the NHPA (54 USC § 306108), *Protection of Historic Properties*, FHWA is required to take into account the effects of Federal undertakings on properties included in, or eligible for inclusion in, the NRHP; and

WHEREAS, NDOT and Iowa DOT have defined the undertaking's Physical Area of Potential Effects (APE) as an area comprising approximately 30.9-acres in Nebraska and 487.4-acres in Iowa to accommodate rights-of-way acquisition and overall construction including a buffer to account for visual effects (Attachment A: Exhibit 2); and,

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WHEREAS, NDOT and Iowa DOT, on behalf of FHWA, have consulted with the Nebraska State Historic Preservation Officer (NeSHPO) and Iowa State Historic Preservation Officer (Iowa SHPO) pursuant to 36 CFR Part 800 and determined that the undertaking will have an adverse effect on the NRHP-eligible Decatur Bridge (SO51 03644/67-00750), and the determination is included in letters dated September 5, 2025 (NeSHPO), and October 6, 2025 (Iowa SHPO); and,

WHEREAS, NDOT and Iowa DOT, on behalf of FHWA, provided the public with the opportunity to comment on the undertaking as part of the NEPA compliance process, including Community Advisory Group meetings (January 18 and April 25, 2024), a community input survey (February 1 and March 15, 2024), and public meetings (August 28 and 29, 2024); and,

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), FHWA notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation, and the ACHP decline to participate in consultation via letter on November 4, 2025; and

WHEREAS, FHWA determined the following Federally-recognized Indian tribes may have interest in the undertaking, invited them to participate in Section 106 consultation (October 2023), and notified them regarding the adverse effect to the Decatur Bridge (September 2025): Lower Sioux Indian Community, Flandreau Santee Sioux, Iowa Tribe of Kansas and Nebraska, Omaha Tribe of Nebraska, Winnebago Tribe of Nebraska, Northern Arapaho Tribe, Northern Cheyenne Nation, Pawnee Nation, Iowa Tribe of Oklahoma, Otoe-Missouria Tribe, Peoria Tribe of Indians, Ponca Tribe of Nebraska, Prairie Band Potawatomi Nation, Prairie Island Indian Community, Sac and Fox Nation of Oklahoma, Sac and Fox Tribe of the Mississippi in Iowa, Sisseton – Wahpeton Oyate, Spirit Lake Tribe, Three Affiliated Tribes – Mandan, Hidatsa & Arikara, Upper Sioux Community, and Yankton Sioux Tribe; and,

WHEREAS, the Lower Sioux Indian Community deferred to the expertise of the local tribes of Nebraska on September 30, 2025; and,

WHEREAS, the Iowa Tribe of Kansas and Nebraska accepted the invitation to be a consulting party on August 27, 2025; and,

WHEREAS, the Omaha Tribe of Nebraska requested joint field review with NDOT and Iowa DOT and expressed concern about the potential for cultural materials to be encountered in roadway fill on December 3, 2024; and,

WHEREAS, the Winnebago Tribe of Nebraska requested joint field review with NDOT and Iowa DOT and expressed concern about the potential for cultural materials to be encountered in roadway fill on December 3, 2024; and,

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WHEREAS, the Northern Arapaho Tribal Historic Preservation Office indicated the Project Area has a high probability to contain properties of religious and cultural significance to the tribe; and,

WHEREAS, the Northern Cheyenne Nation requested a Class I and Class III report on July 24, 2024, and concurred with the adverse effect to the bridge on September 18, 2025; and,

WHEREAS, NDOT invited additional potential consulting parties to participate in Section 106 consultation including: the United States Coast Guard (USCG), Eighth Coast Guard District, the United States Army Corps of Engineers (USACE) Omaha District, Burt County, Nebraska, Monona County, Iowa, the Monona County Historic Preservation Commission, Monona County Historical Museum, the Village of Decatur, Nebraska, the City of Onawa, Iowa, the NeSHPO, and the Iowa SHPO pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the NHPA (54 U.S.C. § 306108); and,

WHEREAS, the USCG, USACE, Monona County Historic Preservation Commission, have accepted consulting party status; and,

NOW, THEREFORE, FHWA, NDOT, Iowa DOT, the NeSHPO, and the Iowa SHPO agree that the undertaking shall be implemented in accordance with the following stipulations to take into account the effect of the undertaking on historic properties.

STIPULATIONS

I. MITIGATION

1. **Documentation:** The NDOT and the Iowa DOT shall record the bridge to include the following information:
 - a. Digital photographs of the bridge prior to any demolition activity at the site. Photographs shall be numbered and labeled according to NRHP standards and include at a minimum the following images:
 - i. Images of the structural components of the bridge including but not limited to the superstructure, substructure, floor system, and approach spans.
 - ii. Images of the setting and surrounding area, including landscape and highway to place the bridge into a geographical context.
 - iii. Images of the traveling surface of the bridge itself.
 - iv. A site plan and photo key to identify the location of digital images.
 - v. A narrative description of the bridge documenting the current condition.
 - vi. An index and copies of pertinent documents identifying the evolution of the project including the historic bridge inventory form, the

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alternatives analysis, the structural deficiency report, and any and all appropriate correspondence and supporting documentation.

- vii. One (1) electronic copy of the recordation package shall be submitted for storage at NDOT, one (1) at Iowa DOT, and one (1) at each SHPO office.

2. **Production of a Documentary Video:** The NDOT and the Iowa DOT shall produce a short documentary type video (minimum 15 minutes in length) that focuses on history of the bridge and its private origins, the local communities and stakeholders, its historic connections to the USACE, as well as nearby and relevant transportation history. The Nebraska DOT and the Iowa DOT shall continue to work with stakeholders and ensure that their participation is documented in the for-public-benefit effort. Minimally, the video shall be made available to the public via social media. The communities of Decatur, Nebraska and Onawa, Iowa will be provided with the opportunity to hold community screenings of the film before it is released to the general public.

3. **Relocation and Improvements to the Existing Decatur Bridge Historical Marker:** The NDOT and the Iowa DOT will coordinate with the NeSHPO regarding the disposition of the existing historic marker commemorating the Decatur Bridge. As per consultation with NeSHPO and other consulting parties, replacement or additional signage regarding the bridge and its significance will be sited at an agreed upon location on the Nebraska side of the crossing.

II. RESEARCHER QUALIFICATIONS

All historical research for this project will be completed by a Secretary of the Interior (SOI) qualified architectural historian/historian (48 FR 44738-9). All materials prepared for the technical and non-technical stipulations of this MOA shall be prepared in consultation with the signatories; a 30-day comment period shall be provided.

III. DURATION

This MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, NDOT and Iowa DOT may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VII below.

IV. POST-REVIEW DISCOVERIES

1. **Nebraska:** If properties are discovered after project construction begins that may be historically significant, or unanticipated effects on historic properties are found, NDOT shall follow Stipulation XI (C) of the *Programmatic Agreement Among The Federal Highway Administration, The Nebraska State Historic Preservation Officer, The Advisory Council on Historic Preservation And The*

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Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal-Aid Highway Program in the State of Nebraska (Attachment B).

2. **Iowa:** If post-review discoveries (architectural remains, archaeological features, artifacts, etc.) are identified (e.g. under pavement or structures), Iowa DOT shall ensure the ***Post-Review Discoveries*** procedures located in the 2018 Section 106 Programmatic Agreement for Federal Aid Highway Program in Iowa (Attachment C) shall be followed upon the ***unlikely*** event that historic resources are discovered during construction.

V. TREATMENT OF HUMAN REMAINS IN IOWA

The Iowa Code protects all human burials in the state of Iowa. Ancient remains are protected under Chapter 263B, 523I.316(6), and 716.5 of the Iowa Code. The Iowa DOT shall ensure the ***Treatment of Human Remains*** procedures located in the 2018 Section 106 Programmatic Agreement for Federal Aid Highway Program in Iowa shall be followed upon the ***unlikely*** event of that human remains are discovered during construction.

VI. MONITORING AND REPORTING

Each year following the execution of this MOA until it expires or is terminated, NDOT, on behalf of FHWA, shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. The summary report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in NDOT's efforts to carry out the terms of this MOA. If the stipulations identified herein are carried out prior to the yearly anniversary, then no reporting is required.

VII. DISPUTE RESOLUTION

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, NDOT, on behalf of FHWA, shall consult with such party to resolve the objection. If NDOT determines that such objections cannot be resolved, NDOT will:

1. Forward all documentation relevant to the dispute, including the NDOT's proposed resolution, to the ACHP. The ACHP shall provide NDOT with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, NDOT shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories, and concurring parties, and provide them with a copy of this written response. NDOT will then proceed according to its final decision.

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2. If the ACHP does not provide its advice regarding the dispute within the thirty (30)-day time period, NDOT may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, NDOT shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA and provide them and the ACHP with a copy of such written response.
3. NDOT's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VIII. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

IX. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation VII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, NDOT must either (a) execute an MOA pursuant to 36 CFR Section 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR Section 800.7. NDOT shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FHWA, NDOT, Iowa DOT, NeSHPO, and Iowa SHPO, and implementation of its terms is evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

[Signature Pages to follow]

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PROJECT NUMBERS STP-51-7-(109) & STP-175-1(106)-2C-67
CONTROL NUMBER 32395
R&C NUMBER 20231067477**

**SIGNATORY
FEDERAL HIGHWAY ADMINISTRATION**

Date _____

INSERT NAME
Director
Federal Highway Administration

DRAFT UNDER DOT LEGAL REVIEW

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**SIGNATORY
NEBRASKA STATE HISTORIC PRESERVATION OFFICER**

Date _____

INSERT NAME

Director / State Historic Preservation Officer

Nebraska State Historic Preservation Office

DRAFT UNDER DOT LEGAL REVIEW

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**MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION, THE
NEBRASKA DEPARTMENT OF TRANSPORTATION, THE IOWA
DEPARTMENT OF TRANSPORTATION, THE NEBRASKA STATE
HISTORIC PRESERVATION OFFICER, AND THE IOWA STATE
HISTORIC PRESERVATION OFFICER REGARDING THE DECATUR
BRIDGE REPLACEMENT PROJECT IN BURT COUNTY, NEBRASKA
AND MONONA COUNTY, IOWA
PROJECT NUMBERS STP-51-7-(109) & STP-175-1(106)-2C-67
CONTROL NUMBER 32395
R&C NUMBER 20231067477**

**SIGNATORY
IOWA STATE HISTORIC PRESERVATION OFFICER**

Date _____

INSERT NAME
Director / State Historic Preservation Officer
Iowa State Historic Preservation Office

DRAFT UNDER DOT LEGAL REVIEW

The following document is currently undergoing NDOT Legal Review. This draft MOA is provided for the public, potential consulting parties, Native American Tribes, and other interested parties to review and comment as part of the Section 106 and NEPA processes for the Decatur Bridge Project. Comments will be considered following the Decatur Bridge Public Hearing.

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**INVITED SIGNATORY
NEBRASKA DEPARTMENT OF TRANSPORTATION**

Date _____

INSERT NAME
Director
Nebraska Department of Transportation

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**INVITED SIGNATORY
IOWA DEPARTMENT OF TRANSPORTATION**

Date _____

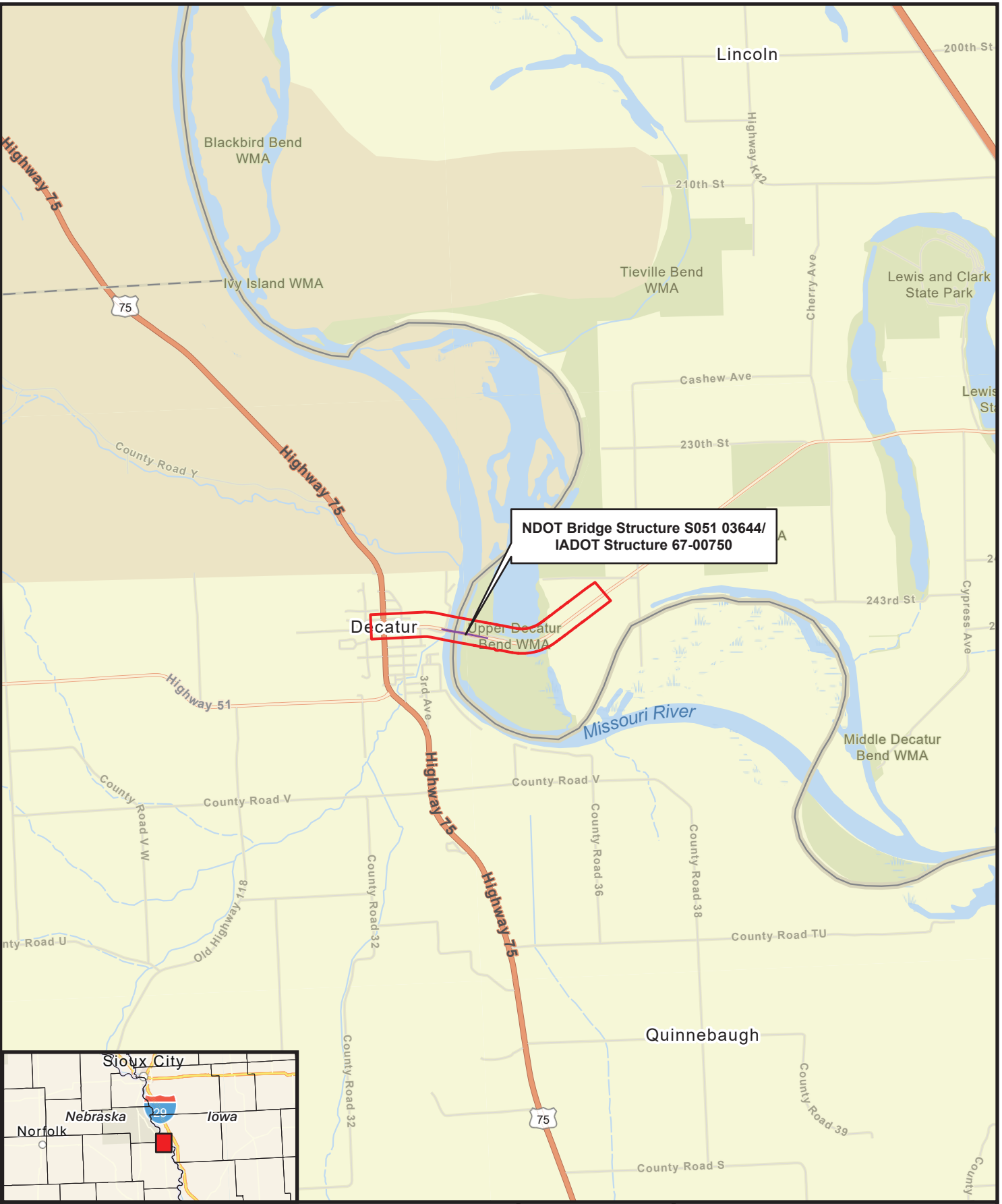
Angela L. Poole
Director, Location and Environment Bureau
Iowa Department of Transportation

DRAFT UNDER DOT LEGAL REVIEW

ATTACHMENT A - FIGURES

Exhibit 2 - Physical and Visual APE

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 World Street Map: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community
 World Navigation Map: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community
 NE counties: FracTracker Alliance



- Initial Survey Area
- Decatur Bridge

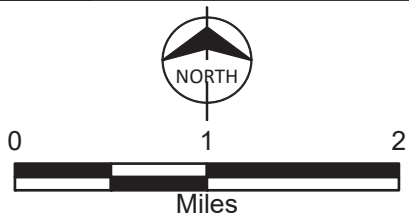
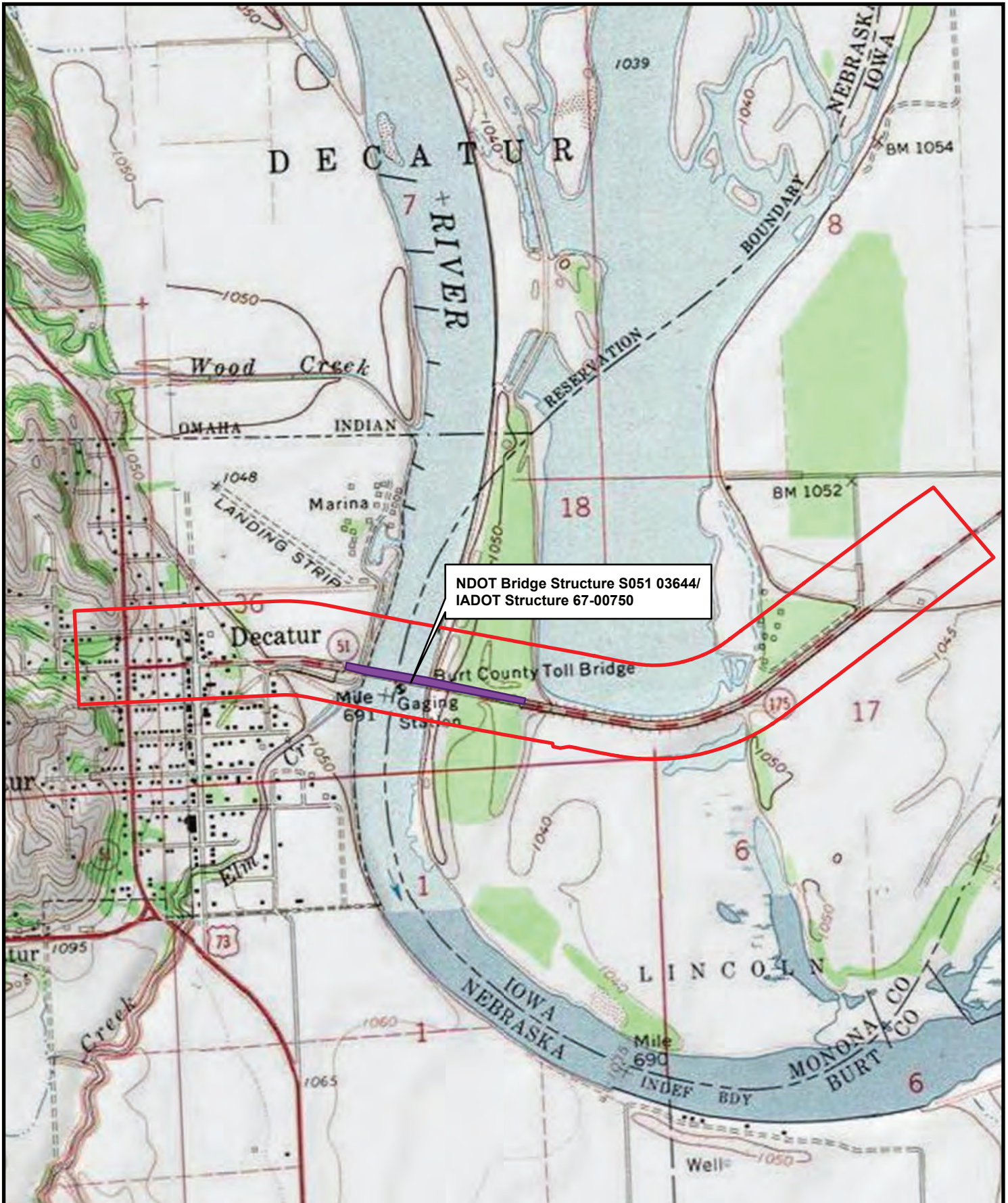




Figure 1
 Project Location
 Decatur Bridge
 STP-51-7(109) CN 32395
 Burt County, Nebraska and
 Monona County, Iowa

Exhibit 1 - Project Location

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Service Layer Credits: Hybrid Reference Layer: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community
USA_Topo_Maps: Copyright: © 2013 National Geographic Society, i-cubed



-  Initial Survey Area
-  Decatur Bridge

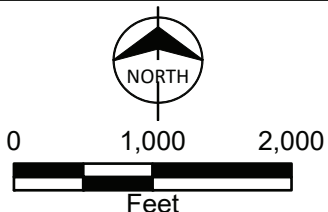
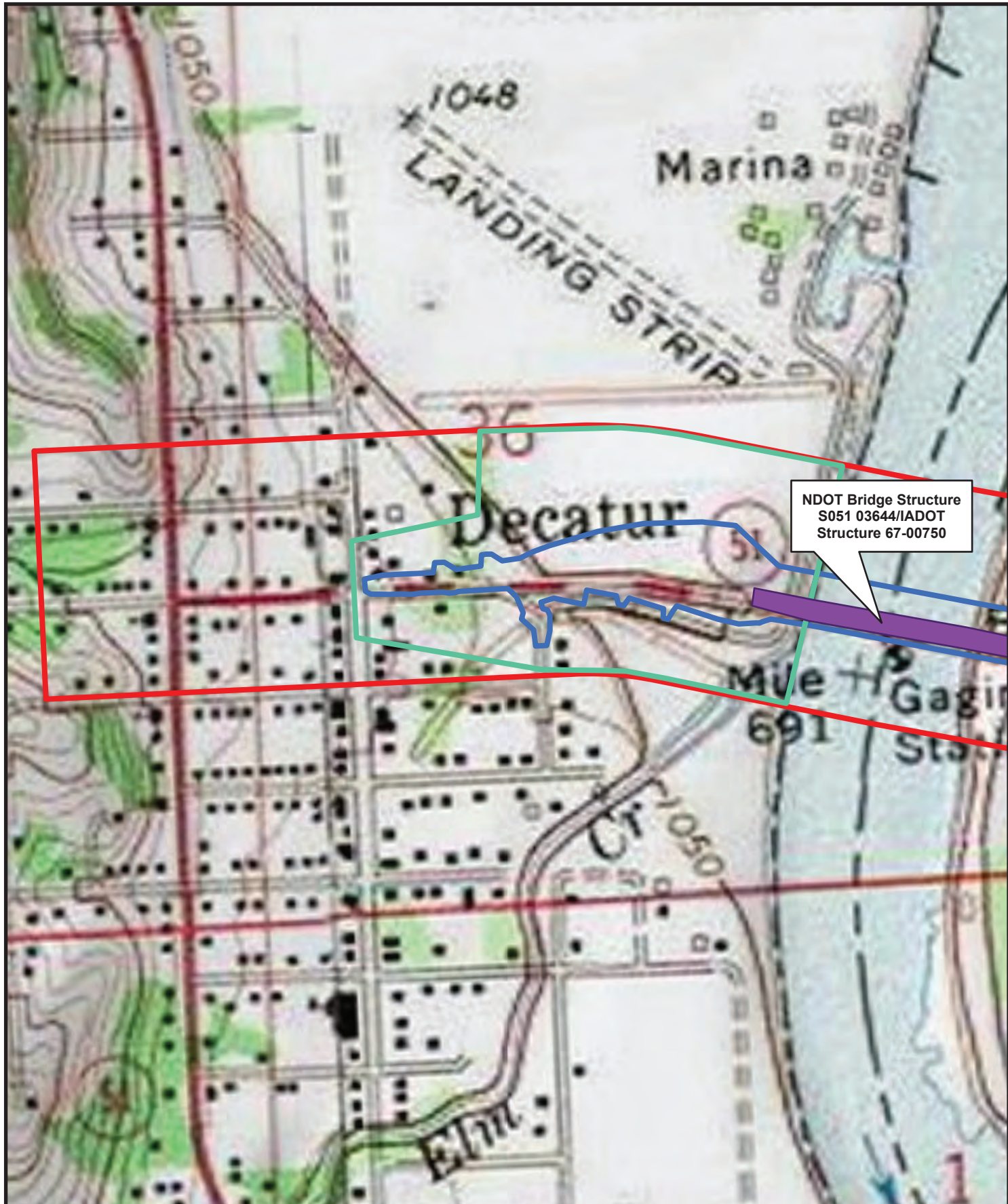






Figure 2
Section 106 Initial Survey Area
Decatur Bridge
STP-51-7(109) CN 32395
Burt County, Nebraska and
Monona County, Iowa



-  Initial Survey Area
-  Physical APE
-  Visual APE
-  Decatur Bridge

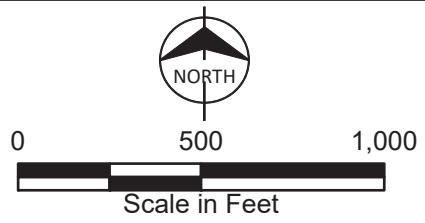
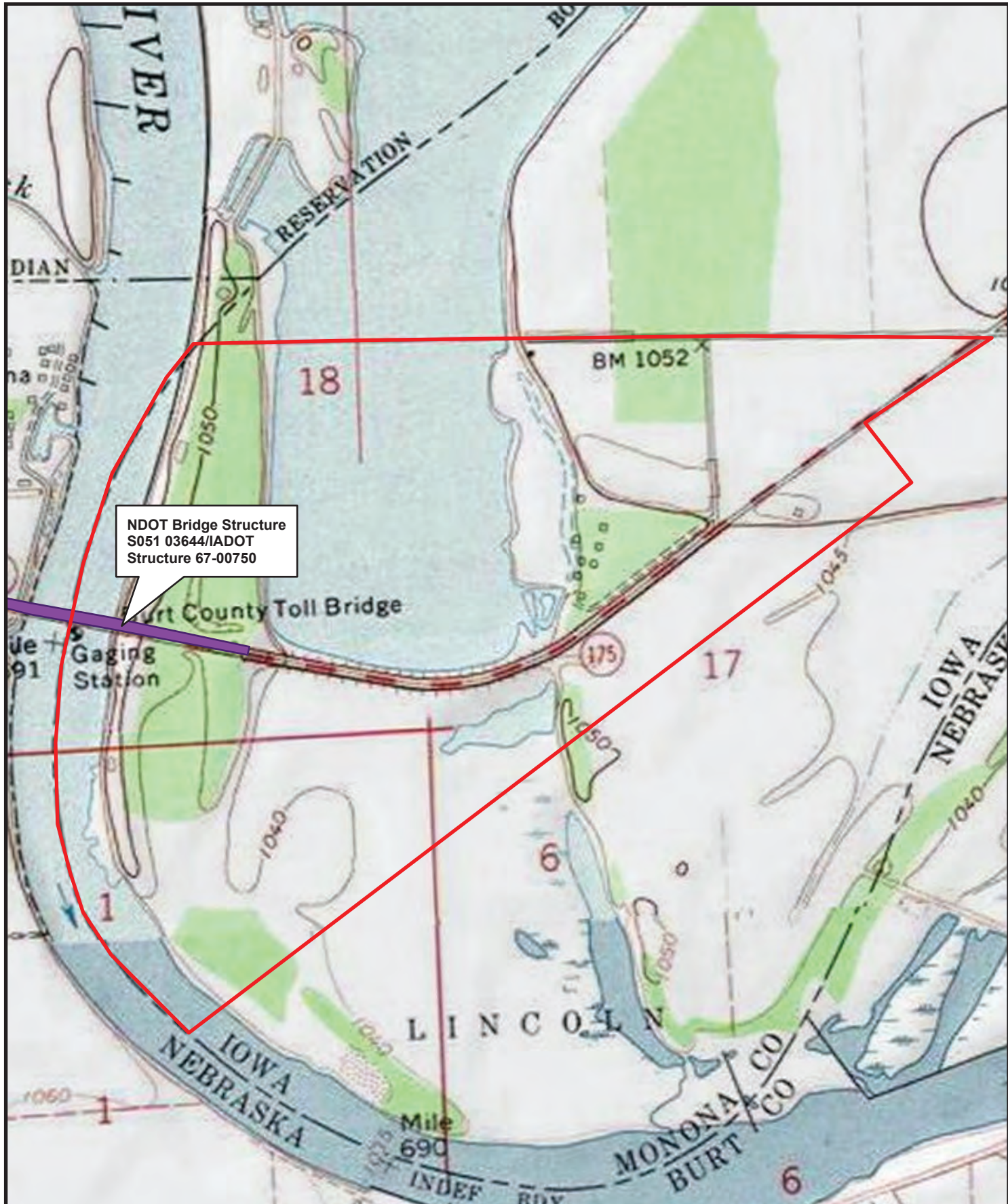




Figure 3
Decatur Bridge
Nebraska Area of Potential Effects
STP-51-7(109) CN 32395
Burt County, Nebraska and
Monona County, Iowa



-  Decatur Bridge
-  Area of Potential Effects

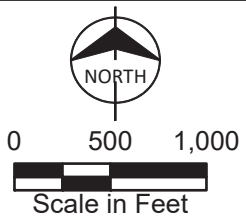


Figure 4
Decatur Bridge
Iowa Area of Potential Effects
STP-51-7(109) CN 32395
Burt County, Nebraska and
Monona County, Iowa

ATTACHMENT B – SECTION 106 PROGRAMMATIC AGREEMENTS

<https://dot.nebraska.gov/media/lljfb2n/nebraska-section-106-pa.pdf>

<https://iowadot.gov/media/3472/download?inline>

Appendix E

Section 4(f)

Accessibility Support

This document may contain elements that are not fully accessible to screen readers. For a detailed explanation of the content or to request an alternative format, please contact Marissa Kuehn, NDOT Public Involvement Manager at marissa.kuehn@nebraska.gov or 402-479-4514



Technical Report

Historic Bridge Treatment/Alternatives Evaluation

Decatur Bridge Burt County, Nebraska and Monona County, Iowa STP-51-7(100-9) CN32395

1.0 INTRODUCTION

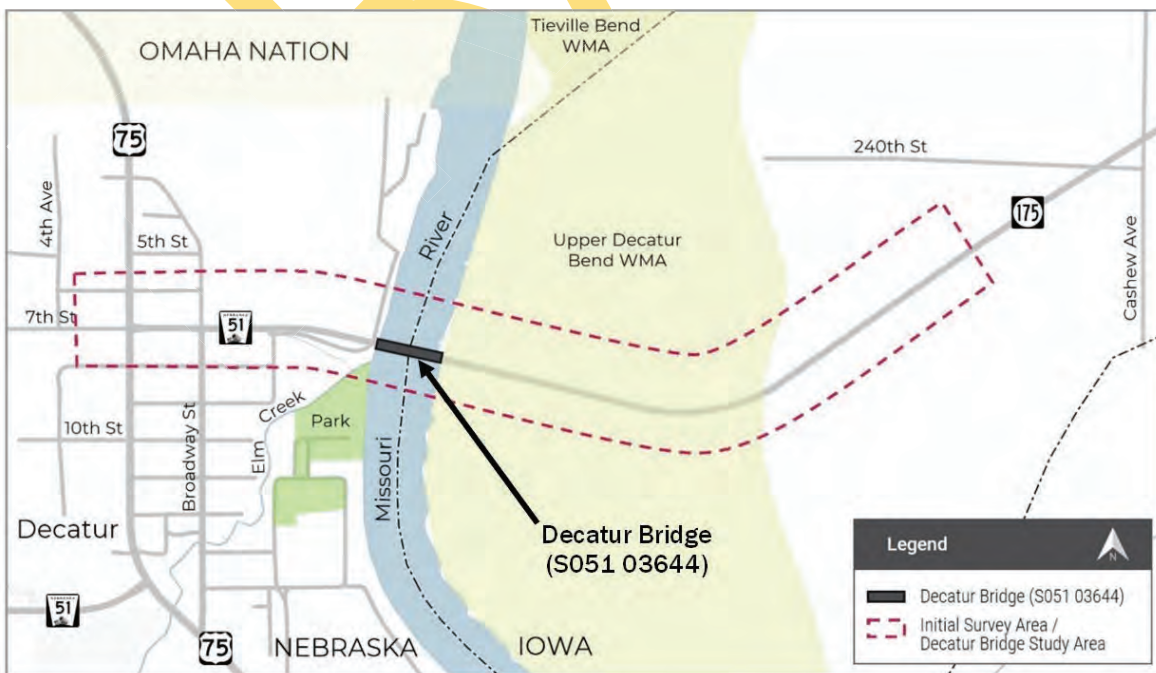
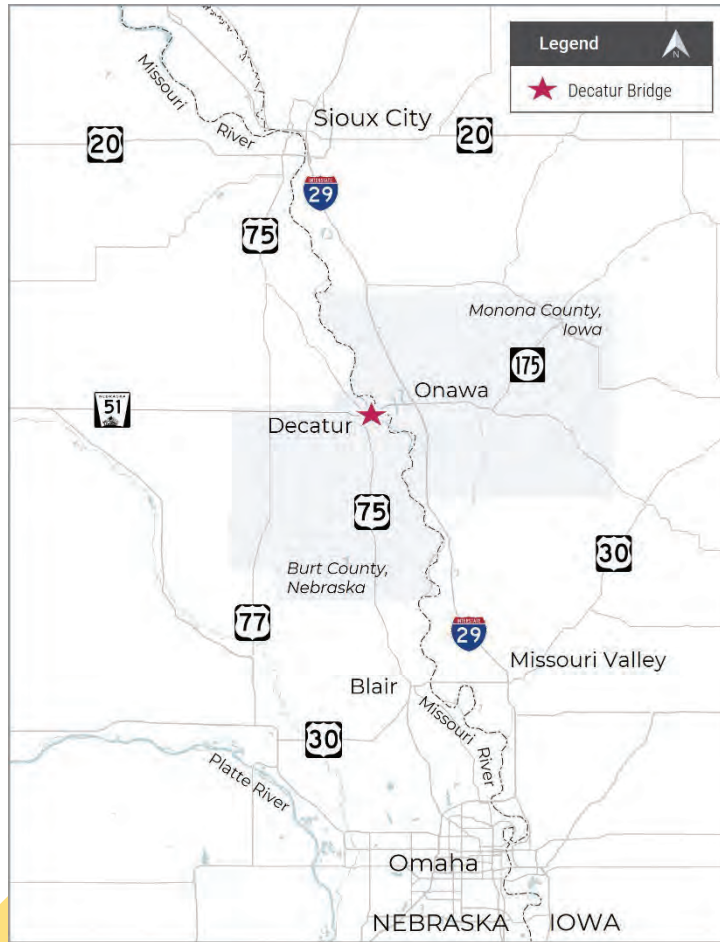
This Historic Bridge Treatment/Alternatives Evaluation is being provided for the Decatur Bridge Project (Project) in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), and Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966 (Section 4(f)). The Project involves the Decatur Bridge that carries Nebraska Highway 51 (N-51) and Iowa Highway 175 (IA-175) over the Missouri River connecting Burt County, Nebraska and Monona County, Iowa. The improvements would remove a National Register of Historic Places (NRHP)-eligible bridge (Structure Number S051 03644) and construct a new bridge north of and roughly parallel to the current alignment to connect Nebraska and Iowa. The Project would span a total of 1.47 miles (7,750 feet) comprised of the 1,331-foot-long Nebraska approach roadway segment, the 3,687-foot-long Iowa approach roadway segment, and the 2,732-foot-long new bridge spanning the Missouri River (**Figure 1**).

The purpose of the proposed Project is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The Project would address both structural and functional deficiencies identified by NDOT's Bridge Inventory Rating System, Bridge Division, and NDOT District 3. The transportation needs identified include:

- Maintain Connectivity – provide a crossing to connect area residents with services on both sides of the river without excessive out-of-direction travel.
- Improve Infrastructure Condition – address structural (the condition of the bridge) and functional (the design of the bridge) deficiencies.
- Improve Resiliency Against Flooding – provide a crossing to address forecasted increases in the frequency and magnitude of flood events along the Missouri River.

This technical report describes the historic property, the proposed alternatives, and the finding of a Programmatic Use of the Decatur Bridge under Section 4(f) of the DOT Act.

Figure 1: Project Location



2.0 BACKGROUND

The following sections provide background information on the historic property, its condition, the public outreach process, and Section 106 consultation regarding Project effects.

2.1 Nebraska Historic Bridge Inventory and Management Plan

Historic (NRHP-listed or eligible) bridges are protected under Section 106 of the NHPA. The Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation and the Nebraska State Historic Preservation Officer for the Highway Bridge Replacement and Rehabilitation Program (PA) executed in 1991 established the review parameter priorities regarding the evaluation of historic bridges in Nebraska. The PA led to the development of the Nebraska Historic Bridge Inventory and Historic Bridge Management Plan (described below), and although expired, the PA and inventory and management plan established protocols for consideration of historic bridges in Nebraska and priorities for their treatment. The bridge inventory is updated periodically, in accordance with the PA, and was most recently updated in 2007 (Mead and Hunt 2007).

The *Nebraska Historic Bridge Inventory and Historic Bridge Management Plan* (FraserDesign and Hess, Roise and Company 1991) outline the following priorities for treatment of historic bridges:

1. The preferred treatment for a historic bridge is to have it continue to carry vehicular traffic at its original site with minimal modification.
2. If it is not feasible to keep the bridge at its original site, every effort should be made to find an appropriate site to which it could be relocated for vehicular use.
3. If it is determined that the bridge can no longer carry vehicular traffic, or could do so only at the expense of its historic integrity, the next best solution is to retain it for non-vehicular use at its original site with minimal modification. Priority should be given to transit-related uses, such as serving bicycle and pedestrian traffic.
4. If the bridge can no longer carry vehicular traffic, no “as is” use is feasible, and cannot be left in place, adaptive use possibilities should be explored, with preference to reuses that retain the bridge at its original site. Necessary modifications should not damage or obscure the original bridge structure. If no suitable in situ adaptive use can be found, the bridge can be closed to vehicular traffic and left in place as a “moldering ruin.”
5. If the bridge cannot remain on its original site and cannot be moved, it shall be documented to the standards of the Historic American Engineering Record before demolition, disassembly, or modifications that will destroy its historic integrity. If possible, the structure should be disassembled carefully and stored until a new location for it can be found or significant components should be incorporated into any new bridge at the site or salvaged for educational purposes.

2.2 Bridge Eligibility

The Decatur Bridge was previously determined NRHP eligible under Criterion A: Transportation “for establishing a first highway crossing of a major waterway and as a major state bridge building initiative” and under Criterion C: Engineering, as a “steel continuous through-truss bridge of an exceptional span length” under the update to the Multiple Property Documentation (MPD) Form, *Intensive Architectural Survey of Iowa Primary and Secondary Road Bridges Built Between 1942 and 1970* (Baynard et al. 2011). The registration requirements include spans of over 400 feet in length as exceptional. With a main span of 421 feet, the Decatur bridge meets this requirement.

The Decatur Bridge represents a 1,956-foot-long continuous through-truss steel bridge over the Missouri River between Burt County, Nebraska, and Monona County, Iowa. Designed by the firm of Kirkham, Michael & Associates of Omaha, Nebraska, construction commenced in 1950 under the

oversight of the William J. Howard Company, Inc. of Chicago. Funding and river diversion and dredging delays extended construction time, but the bridge formally opened to traffic in January 1956 carrying I-175 into Nebraska (Baynard, et al. 2011).

The Decatur Bridge consists of a three-span Nebraska approach unit, a two-span Warren through truss River Unit, and two Iowa approach units, each three spans long. The bridge has a clear roadway width of 22 feet, 6 inches, consisting of two 11-foot 3-inch-wide lanes and no shoulders. The deck is comprised of open steel grate panels, with a steel C-channel curb. The bridge railing is a built-up steel rail with W-shaped posts spaced 7 feet 6 inches apart, with the rail extending approximately 2 feet 11 inches above the riding surface.

In 1927, Nebraska approved legislation to build a bridge across the Missouri River, using Decatur's natural rock bottom as a suitable river crossing. In 1928, the US Congress approved funds to assist with constructing the bridge; however, with the onset of the Great Depression in 1929, plans for the bridge never came to fruition, and Decatur residents continued to rely on ferry services to cross the Missouri River.

After World War II, the Burt County Nebraska Bridge Commission was formed with the intent of spanning the Missouri River between Decatur and Onawa. In 1946, President Harry Truman signed legislation approving construction of the bridge; however, a steel strike later that year, followed by a change in the river's course in 1947, caused further delays. The United States Army Corps of Engineers (USACE) approved the site for the Decatur crossing in 1950, with the groundbreaking on the Decatur side of the river on April 21, 1950. At the time the bridge was being built, the Missouri River changed its course, leaving the proposed bridge site nearly a quarter of a mile west of the river channel, earning the project the nickname of the bridge "that went nowhere, because it lost its river."

Construction of the bridge proceeded on dry land as a cost-cutting measure, with the intent to re-channel the river once construction was completed. Dredging for the river channel under the new bridge began in January 1955, with the bridge opening to traffic as a toll bridge in December 1955. The Decatur Bridge was formally dedicated in May 1956 during Decatur's centennial celebration.

2.3 Bridge Condition

The Decatur Bridge is nearing the end of its service life because of several structural and functional deficiencies. The Decatur Bridge receives a combined National Bridge Inventory (NBI), Fracture Critical (Nonredundant Steel Tension Member, or NSTM), and Element Inspection on a 2-year cycle. During the most recent inspection conducted in 2024, the deck was rated as "5 - Fair," the superstructure was rated as "4 - Poor," and the substructure was rated as "7 - Good."

2.3.1 Structural Deficiencies

The 2024 Inspection Report¹ identified more than 400 deficiencies, of which the vast majority are structural. Twelve of the structural deficiencies were identified as having either "high" or "medium" urgency and consisted of cracks in floorbeams, cracks in connection angles, section loss with holes and cracking in truss main tension members, fractured bolts and rivets, and barrier damage. Nine of these deficiencies are in primary load-carrying members or connections (see Figures 1-7 and 1-8 in the *Decatur Bridge Alternatives Analysis to Support Coordination Under Section 106 of the NHPA* included in Attachment 1). The deck declined from a "7 - Good" in 2022 to a "5 - Fair" in 2024. The extensive cracking in the deck panel welds is an ongoing issue and is the primary reason for the "Fair" deck condition. The superstructure declined from a "6 - Satisfactory" in 2022 to a "4 - Poor" in 2024 due to the number and severity of the structural deficiencies in the superstructure. The 2024 Inspection Report recommended repair of all twelve of the "high" and "medium" urgency deficiencies and repair of an additional thirteen locations and instances of "low" urgency structural deficiencies. NDOT is preparing a project to address the identified highest urgency deficiencies in

1 Fracture Critical and Routine Inspections Report for S051 03644. October 21, 2024.

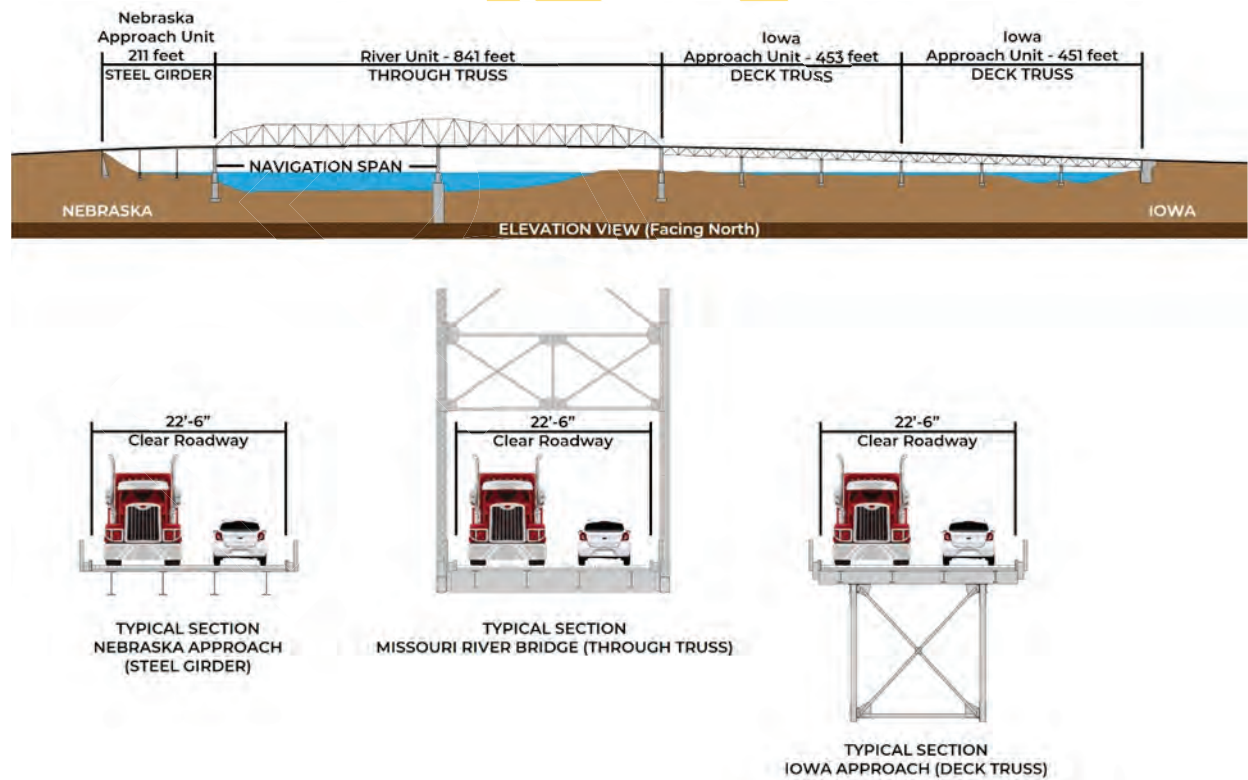
2026 to keep the bridge in safe operation until it is closed or replaced. Although the remaining structural deficiencies identified in 2024 were labeled as “low” urgency, most could deteriorate to “high” urgency at any time. Many of these deficiencies are in the primary load-carrying members and connections (e.g., truss, beams, piers, etc.). The open steel grate deck allows rainfall, snowmelt, and road salts to drain directly onto the structural members below, leading to a highly corrosive environment that accelerates deterioration.

The 2024 Inspection Report identified 15 non-structural deficiencies with seven identified as having either “high” or “medium” urgency. These non-structural deficiencies generally consisted of faulty lights, damaged approach rails, approach pavement deterioration, and cracks in the deck panel to stringer welds. All seven deficiencies are recommended for repair in 2026.

2.3.2 Functional Deficiencies

The Decatur Bridge has several functional deficiencies – conditions that do not meet current design criteria. The Decatur Bridge, depicted in **Figure 2**, has a clear roadway width of 22 feet, 6 inches composed of two 11-foot-3-inch-wide travel lanes and no shoulders, compared to current bridge design criteria that would require a minimum 6-foot-wide shoulder on each side of the bridge and 12-foot-wide travel lanes for a minimum clear roadway width of 36 feet. The narrow width limits the size of vehicles and agricultural equipment that can cross the bridge. Agricultural equipment can take up both lanes, limiting the bridge to a single lane of traffic. The bridge is an important crossing for trucks and large farm equipment as the nearest alternate river crossing involves an 80-mile round trip (approx.) from the Decatur area.

Figure 2: Components of the Decatur Bridge



Approximately 20 of the structural deficiencies identified during the 2024 inspection appear to be the result of vehicle impacts with the River Unit through-truss superstructure. The narrow width and lack of shoulders have increased the likelihood of such impacts. The Decatur Bridge meets current design criteria for vertical clearance, but the overhead members still present a barrier to the use of

the bridge by some large equipment. These overhead members also show evidence of past vehicle impacts.

The bridge's inventory rating is less than half that of a modern bridge design. The narrow deck width and load posting restrict the size and weight of vehicles that can legally use the bridge. As the primary load-carrying members of the bridge continue to experience corrosion and section loss over the next several years, NDOT will further decrease the load posting, further restricting the weight of vehicles that can legally use the bridge.

The current NDOT Bridge Design Manual (NDOT BDM) ² specifies concrete rails or concrete barriers along the outside edge of the bridge deck. For state highway bridges, the NDOT BDM minimum requirement is a 3-foot-3-inch-tall concrete rail, which has been crash tested at Testing Level 4 (TL-4) per the American Association of State Highway and Transportation Officials (AASHTO) Manual for Assessing Safety Hardware (MASH). These concrete sections provide a higher level of crash safety than the existing built-up steel bridge rail which has a height of approximately 2 feet 11 inches above the deck surface and has not been MASH tested. The taller rail height also reduces the risk of large vehicles rolling over the barrier on impact.

2.3.3 Previous Rehabilitation

The Decatur Bridge has undergone nine structural repair projects over its service life including two major structural repairs. Seven of these repair projects have occurred within the last 36 years (roughly half of the structure's life) for an average repair frequency of one project every five years. The structure has undergone two major structural repair projects.

- In 2000-2001, the original concrete deck was replaced with an open steel grate deck. The deck replacement was required because of the age and deterioration of the deck concrete. Installing open steel grate decking helped maintain the functional load rating of the bridge, as the weight of the steel decking is approximately 20 percent of the weight of the original concrete deck.
- In 2017, NDOT performed a major repair project with the goal of extending the bridge's useful life and maintaining a functional load rating. Structural steel repairs were performed on the River Unit and Iowa Approach Unit trusses. The floorbeams of the River Unit were post-tensioned to increase their capacity. Concrete repair and strengthening were performed on several substructure units. Street and navigation lighting were overhauled, and the approaches and railings were updated. The entire superstructure and steel portions of the substructure were blasted and repainted.

The 2017 major repair project improved the superstructure and substructure ratings by one point each, and the superstructure rating improved from Fair condition to Satisfactory condition.

NDOT regularly performs structural maintenance of the Decatur Bridge in addition to structural repair projects. Deterioration of the open steel grate deck panels was noted as early as 2010, after only 10 years of service. NDOT and Iowa DOT initiated a program to repair the welds and replace the damaged steel grate deck panels in 2021. Under this program, the repair and replacement of damaged deck panels has an annual cost of approximately \$175,000/year (2024 dollars). Even with this program in place, the 2024 inspection identified 242 broken welds affecting nearly 50 percent of the deck panels.

2 NDOT Bridge Design Manual; 2024. Accessed at:
https://dot.nebraska.gov/media/4dapkdwu/24-11-12_ndot-bdm-ch-1-5-7-9-13.pdf

2.4 Consultation and Public Engagement

2.4.1 Community Advisory Group

NDOT and Iowa DOT identified representatives from Study Area communities on both sides of the river to participate in a Community Advisory Group (CAG). CAG members reflected a cross-section of the Decatur and Onawa communities including city and county officials – sheriff, fire and EMS, healthcare providers, economic development and business owners, educational institutions – and the Nebraska Indian Community College, the Omaha Nation, state agencies, and other interested parties. A total of 37 people were invited to participate in the CAG. Two CAG meetings were held – the first on January 18, 2024, in Onawa, and the second on April 25, 2024, in Decatur. Members were added to the CAG as the study progressed.

CAG Meeting #1 – January 18, 2024 (Onawa, IA)

The initial CAG meeting introduced the proposed project and solicited feedback on the purpose and need for improving the river crossing. CAG members provided input on key issues and needs to be addressed during the study along with indicating initial preferences for new river crossing locations. Discussion themes included: need for a bridge, existing bridge deficiencies, bridge location, and bridge closures and detours.

CAG Meeting #2 – April 25, 2024 (Decatur, NE)

The second CAG meeting focused on the needs to be addressed by the universe of alternatives including the build alignments developed in consideration of input received from the CAG and the public. CAG members shared their preferences for which alternatives should be studied further. These alternatives included Rehabilitation/Repair and Build Alternatives (build a new bridge). In general, the CAG indicated a preference for building a new river crossing north of and adjacent to the existing crossing.

2.4.2 Public Meetings

An interested parties contact list was established and maintained throughout the *Decatur Bridge Location and Environmental Study* that included local officials from both Nebraska and Iowa, resource and regulatory agencies, and CAG members. More than 200 email contacts have been maintained throughout the study and now during the NEPA process, that have and continue to be used to engage the public and other interested parties. Outreach during the *Decatur Bridge Location and Environmental Study* included a community survey and two open house, public information meetings conducted in Nebraska and Iowa to share the progress of the study and set the stage for the NEPA process.

Community Survey – February 2024

A community survey was conducted between February 1 and March 15, 2024, hosted online through the project website and with hardcopy surveys available for pickup and drop-off at five community locations in Decatur and Onawa. The survey was promoted by social media and word of mouth; news releases were distributed by both DOTs, promotional flyers were made available at community facilities, and CAG members were encouraged to share the survey email with friends and family members. A total of 1,092 surveys were submitted with 58 percent of respondents indicating they heard about the survey through social media and 20 percent by word of mouth. By the end of March 2024, more than 3,500 people had visited the Decatur Bridge project website. More than 80 comments were received by dropping pins on a virtual map of the Study Area, and 164 people signed up for email updates. Survey results indicated that 34 percent of respondents use the Decatur Bridge crossing four or more times a week, and 35 percent use the crossing 1 to 4 times per month. In doing so, 73 percent of respondents indicated they would be severely affected if the bridge was permanently closed.

Public Meeting – August 2024

Two public information open house meetings were held, the first meeting on August 28, 2024, at the Onawa Community and Recreation Center, 320 10th Street, in Onawa, Iowa (57 attendees), and the second on August 29, 2024, at the Decatur City Hall, 913 S. Broadway Street, in Decatur, Nebraska (81 attendees). Because of flooding along the Missouri River and through the study area in June, the meetings were postponed to August, creating an extended comment period (described below).

Nearly 750 residents and business owners within the vicinity of the Decatur Bridge were notified by postcard (via the mail) prior to both meeting timeframes. Additionally, 325 public and private agencies with potential interest in the project, including the Nebraska Trucking Association, were notified. CAG members were also invited and encouraged to share information about the meeting with friends, family members, and the community in general. The public comment period extended from June 5, 2024 through September 16, 2024. A total of 49 comments were received during the extended comment period.

Comments generally favored building a new bridge, with commenters preferring alignments that would maintain connectivity between Decatur and Onawa, minimize disruption to existing N-51 and IA-175 during construction (especially through Decatur), and remain as close to the existing bridge as possible. In general, the public comments submitted reflected the feedback communicated by the CAG. More than 53 percent of the comments received mentioned the Blue alignment (north of and parallel to the existing bridge) as a preferred location with 32 percent of the comments mentioning the Orange alignment (south of and parallel to the existing bridge) as a preferred location.

2.4.3 Summary of Consultation Under Section 106

NDOT and Iowa DOT have coordinated with stakeholders and potential consulting parties including the Nebraska State Historic Preservation Office (NESHPO), the Iowa State Historic Preservation Office (IASHPO), several Tribal Historic Preservation Offices (THPOs) and tribal nations in both states, the Advisory Council on Historic Preservation (ACHP), and the USACE and U.S. Coast Guard (USCG). A summary of the consultation is included in the NDOT PQS Memorandum for this Project (Attachment 2 – DRAFT MOA).

On May 19, 2025, NDOT, on behalf of the FHWA, sent agency scoping and Section 106 early coordination letters to potential cooperating and participating agencies and tribal entities. Information included the project location, the purpose and need for the proposed project, the alternatives considered during the *Decatur Bridge Location and Environmental Study* completed in May 2025 (a link to the study report was provided in the letter), and a comparison of the alternatives recommended for further study during the NEPA process including the No-Build, Rehabilitation, and two Build Alternatives (Blue and Orange).

In addition, on April 22, 2025, FHWA invited the USACE Omaha District and the USCG (an updated invitation was sent to the Rock Island Districts and the USCG to be cooperating agencies. The invitation was extended to the USACE Rock Island District on May 28, 2025. The USACE Omaha District accepted on May 28, 2025, the USACE Rock Island District accepted on May 30, 2025, and the USCG accepted on April 24, 2025. The Prairie Band Potawatomi Nation replied on July 23, 2025, that *due to the project's location, they will defer to the Omaha and Winnebago tribes*. FHWA received no other input during the scoping/early coordination period that concluded on June 13, 2025.

On August 20, 2025, FHWA, Nebraska Division, sent a letter to the IADOT indicating that, based on FHWA's review of the Project materials compiled to date, the proposed undertaking would have an adverse effect on the NRHP-eligible Decatur Bridge. The FHWA recommended that there are no feasible and prudent alternatives to the use of the historic bridge, and FHWA recommended this use would fall under the *Programmatic Section 4(f) Evaluation and Approval of FHWA Projects that Necessitate the Use of Historic Bridges*.

On August 26, 2025, FHWA sent a Section 106 Adverse Effect Consultation package indicating FHWA's determination that the proposed action would result in an adverse effect on the NRHP-eligible Decatur Bridge to the potential consulting parties outlined in Attachment 3.see Attachment 3 - NDOT PQS Memorandum). The following responses were received:

- On September 5, 2025, NESHPO indicated its concurrence with FHWA's finding that the proposed action would constitute an adverse effect on the NRHP-eligible Decatur Bridge and noted the FHWA will be required to invite the ACHP to consult on the Decatur Bridge Project.
- On August 26, 2025, the Omaha Tribe of Nebraska acknowledged receipt of the Project information and would review accordingly.
- On August 26, 2025, the Iowa Tribe of Kansas and Nebraska indicated they had no concerns.
- On August 27, 2025, the Winnebago Tribe of Nebraska indicated the proposed *project is not located near any known sites affiliated with our Tribe, nor does it appear to have the potential to affect properties of cultural, historical, or religious significance to us. Accordingly, the Winnebago Tribe of Nebraska has no further interest in this project.*
- On September 18, 2025, the Northern Cheyenne Tribe *concurred with findings of Adverse Effect.*

On September 5, 2025, the IADOT sent a Section 106 Adverse Effect Consultation package to the IASHPO (see Attachment 3 - NDOT PQS Memorandum). The IASHPO responded on October 6, 2025, indicating that they *concur with the federal agency* regarding the Adverse Effect.

On September 16, 2025, the IADOT sent a Section 106 Adverse Effect Consultation package to the following tribes and interested parties: Flandreau Santee Sioux, Iowa Tribe of Kansas and Nebraska, Iowa Tribe of Oklahoma, Lower Sioux Indian Community, Omaha Tribe of Nebraska, Otoe-Missouria Tribe, Peoria Tribe of Indians of Oklahoma, Ponca Tribe of Nebraska, Prairie Band Potawatomi Nation, Prairie Island Indian Community, Sac and Fox Nation of Oklahoma, Sac and Fox Tribe of the Mississippi in Iowa, Sisseton-Wahpeton Oyate, Spirit Lake Tribe, Three Affiliated Tribes - Mandan, Hidatsa & Arikara, Upper Sioux Community, Yankton Sioux Tribe, Monona County Historical Museum, and the Monona County Historic Preservation Commission (see Attachment 3 - NDOT PQS Memorandum). The following responses were received:

- On September 16, 2025, the Lower Sioux Indian Community indicated *no archaeology or cultural concerns* and asked that *if any archaeology or cultural inadvertent discoveries are made that you contact the appropriate parties and agencies to assure the matter is properly addressed.*

On September 22, 2025, the FHWA sent a Section 106 Adverse Effect consultation package to the USACE and USCG] (see Attachment 3 - NDOT PQS Memorandum). **USACE responded on [DATE].**
USCG responded on [DATE].

On October 27, 2025, NDOT notified the ACHP of the adverse effect determination for the proposed replacement of the Decatur Bridge, invited ACHP to participate in consultation, and indicated an intent to develop an MOA for the project. The ACHP responded on November 4, 2025 indicating they did not want to participate in the consultation to resolve adverse effects to the historic property (see Attachment 3 -NDOT PQS Memorandum).

On November 21, 2025, FHWA, NDOT, and IADOT held a multi-agency (NESHPO, IASHPO, USACE, USCG, ACHP, University of Iowa Office of the State Archaeologist, Winnebago Tribe of Nebraska, Omaha Tribe of Nebraska, and Burt County, NE) discussion regarding mitigation of the adverse effect

under Section 106. A follow up meeting was held on January 7, 2026. The resulting mitigation stipulations will be included in a draft Memorandum of Agreement (MOA) to be circulated among consulting parties for review and comment(see Attachment 2 – MOA).

On [DATE], the draft MOA was sent to consulting parties for their review and comment.

On [DATE], the MOA was executed by all signatories (Attachment 2 - MOA).

DRAFT

3.0 BUILD ALTERNATIVES CONSIDERED

Several alignments were studied to provide a new river crossing including replacement of the Decatur Bridge on the existing N-51/IA-175 alignment and multiple alignments both north and south of the existing river crossing (Attachment 1: Alternatives Analysis). Of the alternatives, only the Blue and Orange were carried forward for consideration during the NEPA process (Figures 3 and 4). They are described individually below.

3.1 Blue Alternative – Build New Bridge North of the Existing River Crossing

The Blue Alternative (Figure 3) would construct a new river crossing approximately 80 feet north of and parallel to the existing Decatur Bridge crossing. The new bridge would be approximately 2,715-foot-long, almost 760 feet longer than the existing Decatur Bridge, to provide additional flowage capacity within the floodplain and overbank area on the Iowa side of the river, replacing the separate overflow structure that exists today. The new bridge would have a total clear roadway width of 40 feet, consisting of two 12-foot-wide travel lanes (one in each direction) and 8-foot-wide shoulders on both sides of the bridge. The new River Unit of the bridge is anticipated to be supported by steel plate girders, eliminating any overhead truss components. The approach roadways and bridge units on both the Nebraska and Iowa sides would be updated to current design standards. In Decatur, the approach roadway would tie back into existing N-51 just east of Broadway Street. On the Iowa side, the approach roadway would tie back into existing IA-175 west of Cashew Avenue. The Blue Alternative would reconstruct the existing access road within the Upper Decatur Bend Wildlife Management Area (WMA) on the Iowa side of the river to maintain access to the WMA. The existing Decatur Bridge crossing would remain open to traffic during construction of the new bridge (possibly two years or more) until the approach roadways are connected to the existing highways. When construction is complete, the Decatur Bridge and sections of the existing approach roadways would be removed.

3.2 Orange Alternative – Build a New Bridge South of the Existing Crossing

The Orange Alternative (Figure 4) would construct a new river crossing approximately 80 feet south of and parallel to the existing Decatur Bridge crossing. The new bridge would be approximately 2,755-foot-long, almost 800 feet longer than the existing Decatur Bridge, to provide additional flowage capacity within the floodplain and overbank area on the Iowa side of the river, replacing the separate overflow structure that exists today. The new bridge would have a total clear roadway width of 40 feet, consisting of two 12-foot-wide travel lanes (one in each direction) and 8-foot-wide shoulders on both sides of the bridge. The new River Unit of the bridge is anticipated to be supported by steel plate girders, eliminating any overhead truss components. The approach roadways and bridge units on both the Nebraska and Iowa sides would be updated to current design standards. In Decatur, the approach roadway would tie back into existing N-51 just east of Broadway Street. On the Iowa side, the approach roadway would tie back into existing IA-175 west of Cashew Avenue. The existing Decatur Bridge crossing would remain open to traffic during construction of the new bridge (possibly two years or more) until the approach roadways are connected to the existing highways. When construction is complete, the Decatur Bridge and sections of the existing approach roadways would be removed.

Figure 3 – Preferred (Blue) Alternative

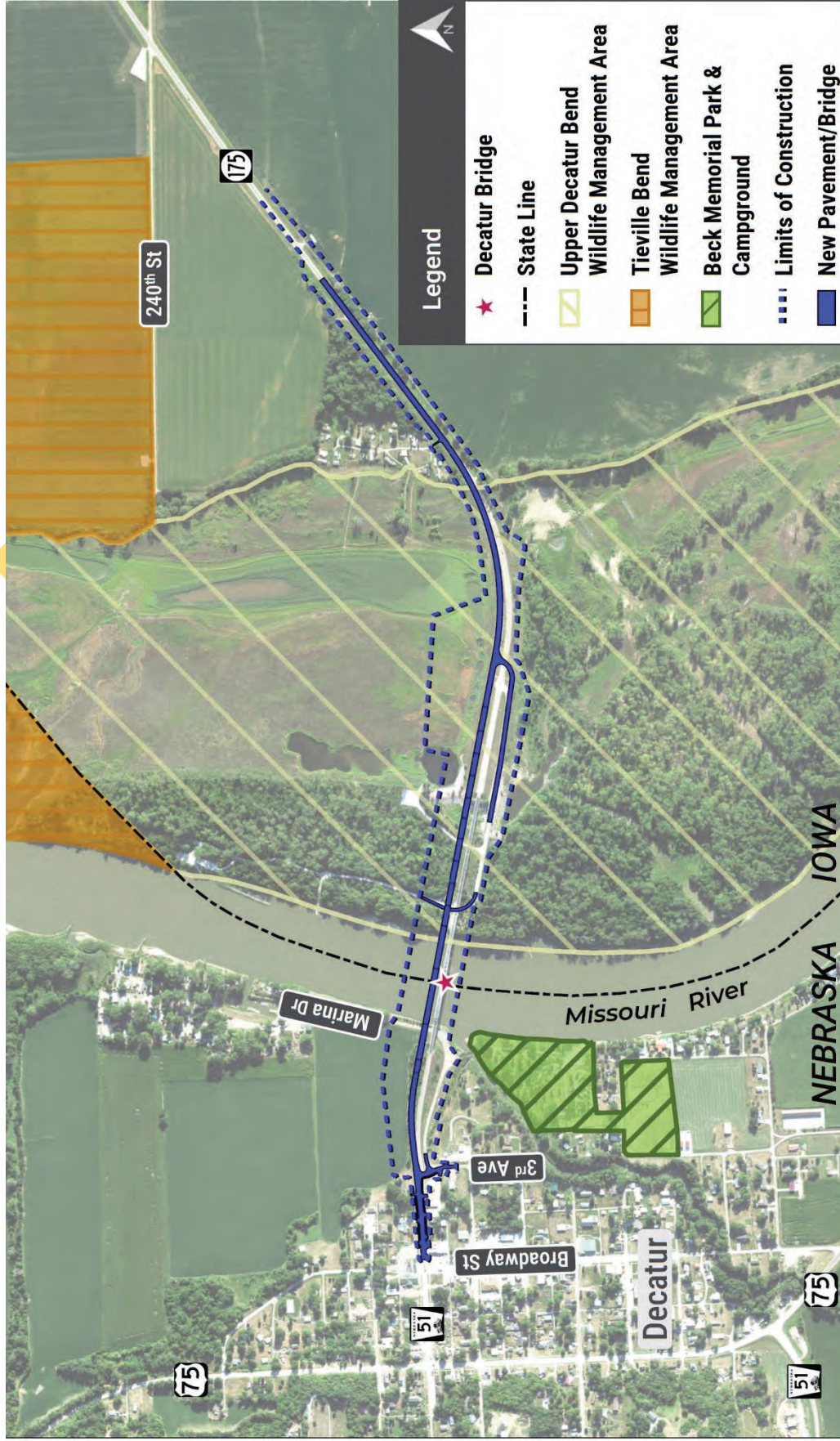
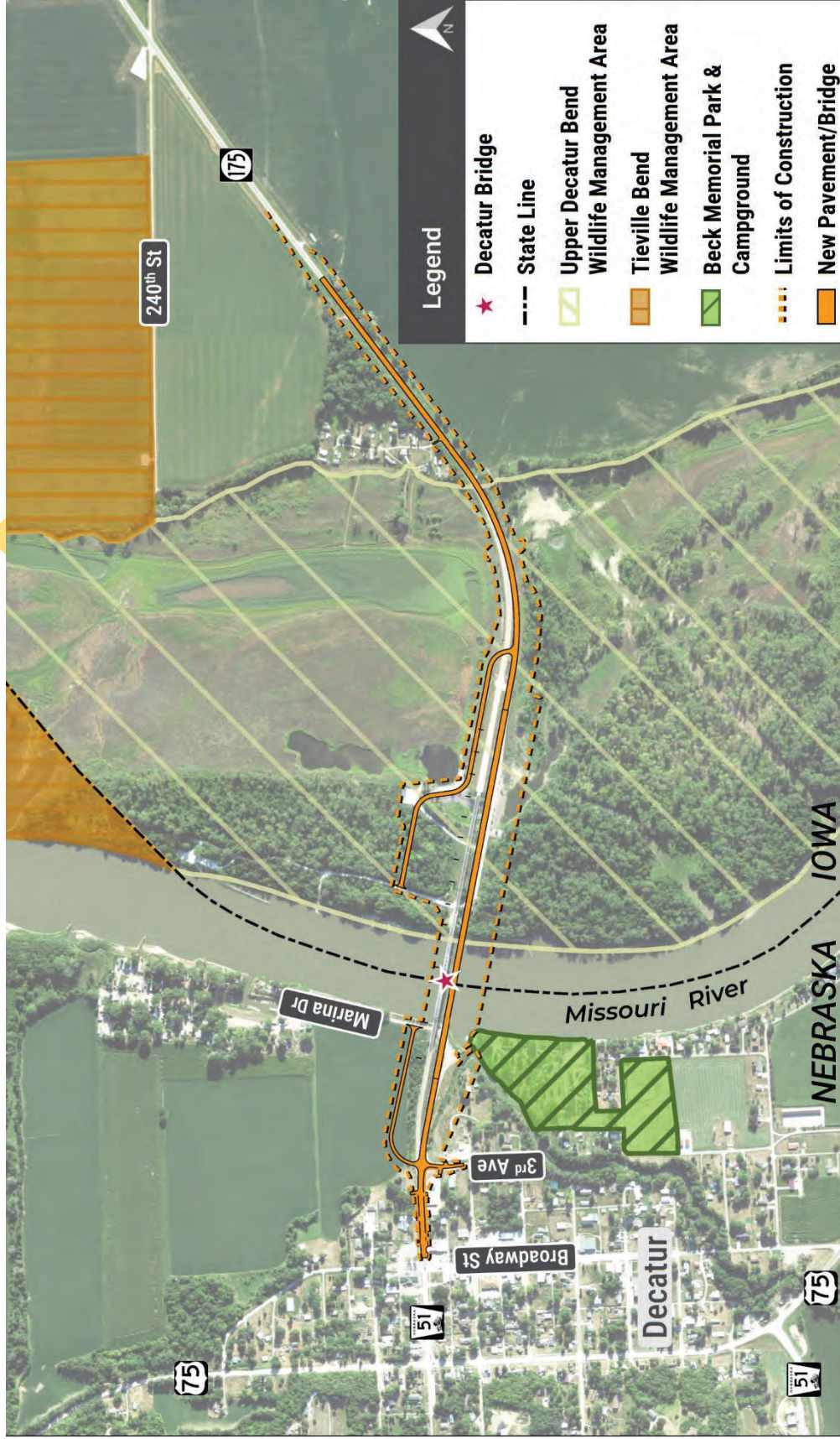


Figure 4 – Orange Alternative



4.0 PRIORITIES FOR TREATMENT OF HISTORIC BRIDGES

The following section assesses the Project as per the five priorities for the treatment of historic bridges outlined in the *Nebraska Historic Bridge Inventory* and *Historic Bridge Management Plan* (FraserDesign and Hess, Roise and Company 1991).

Priority 1: “The preferred treatment for a historic bridge is to have it continue to carry vehicular traffic at its original site with minimal modification.”

As previously discussed, the Decatur Bridge is both structurally and functionally deficient. As a result, continued use of the bridge for vehicular traffic would require these deficiencies to be addressed. NSTM, formerly known as “fracture critical,” and routine structural inspections conducted every two years and most recently conducted in July 2024, indicated the rating of the bridge’s superstructure has reached the condition threshold that requires further investigation of improvement alternatives. Because of the age and condition of the bridge, structural deficiencies are present in the superstructure, substructure, deck, and railings.

Structural deficiencies include cracks in floorbeams, cracks in connection angles, fractured rivets and anchor bolts, fractured deck-to-stringer welds, and section loss with holes and cracking in truss members. Many are in primary load carrying members. Most of the structural steel corrosion, section loss, and cracking are on members below the deck. The open steel grate deck allows water and deicing salt spray to drain directly onto the members below, creating a corrosive environment. The protective paint added in 2017 has helped to reduce this risk; however, new heavy rust has developed in areas of localized paint failure, particularly areas that already had heavy loss and in locations where holes were painted over and rust expansion underneath the paint is causing localized paint failure. As the paint breaks down over time, the direct exposure to deck drainage will re-initiate corrosion and section loss.

In addition to its structural deficiencies, the Decatur Bridge is functionally deficient. As described in Section 1.3.4, the bridge’s width, lack of shoulders, and load rating are substandard. The clear roadway width is constrained by the interior width of the River Unit through-truss and the presence of the existing rails immediately inside the vertical truss members. Neither widening the bridge by (1) building a cantilevered deck beyond the outside of the existing truss or (2) adding a third truss line (basically cutting the bridge in half) is feasible as both the cantilevered load and additional truss load would overload the substructure.

The existing steel railing cannot be upgraded to a MASH-tested concrete rail or barrier. A concrete rail or barrier requires a concrete deck for anchoring. The existing steel rail would be replaced with another steel rail that meets the minimum NDOT height requirement of 3-feet-3 inches, but it would not meet current crash-testing standards. Replacement of the open grate deck with a solid surface would further reduce the vehicle loads the bridge is able to support. The clear roadway width cannot be widened without replacement of the truss. These treatments to address both structural and functional deficiencies would constitute an adverse effect on the structure under Section 106 of the NHPA.

Additionally, approximately 20 of the structural deficiencies identified during the 2024 inspection appear to be the result of vehicle impact with the River Unit through-truss superstructure. The narrow width and lack of shoulders have increased the likelihood of such impacts. The Decatur Bridge meets current design criteria for vertical clearance, but the overhead members still present a barrier to the use of the bridge by some large equipment. These overhead members also show evidence of past vehicle impacts. The inventory rating of the bridge is also less than half of that of a modern bridge design. The narrow deck width and load posting restrict the size and weight of vehicles that can legally use the bridge.

Because the functional deficiencies will persist regardless of continued rehabilitation activities, and addressing structural deficiencies will only potentially extend the useful life of the bridge another 5-10 years, the Decatur Bridge is not suitable for continued use for vehicular traffic in its current location. Continued use of the structure would require modifications that would detract from its character-defining features, including those that make it eligible for NRHP listing. Finally, retaining and rehabilitating the current structure does not meet the identified purpose and needs.

Priority 2: “If it is not feasible to keep the bridge at its original site, every effort should be made to find an appropriate site to which it could be relocated for vehicular use.”

As discussed in Section 2.3, the Decatur Bridge is both structurally and functionally deficient. Rehabilitation to address structural and functional deficiencies would require extensive repairs and possibly reconstruction of the existing bridge. Widening the bridge would result in the loss of historic integrity with regard to the character-defining features that qualify the structure for NRHP inclusion, thus resulting in an adverse effect on the structure and possibly resulting in loss of NRHP eligibility.

Relocation of all or part of the bridge was explored; however, several constraints are associated with relocation of all or part of a bridge of this size and design.

- The Decatur Bridge is composed of 7 spans including the 2 Warren style through-truss River Unit Spans each 420 feet long, the 3 Nebraska Approach Unit Spans (steel girder spans totaling 211 feet long), and the 2 Iowa Approach Unit Spans (deck trusses totaling 904 feet long). Careful disassembly of the bridge components would be required to maintain the integrity of the structure to move it to a new location, including the removal of corroded rivets and damaged components that would need to be replaced at the new bridge site. Disassembly of the bridge would need to be delayed until after the new bridge is constructed and the new approach roadways are tied back into N-51 and IA-175 removing all traffic from the Decatur Bridge. With the new bridge approximately 80 feet away from the existing bridge, additional caution would be required to dismantle and move the Decatur Bridge to a new location.
- Disassembly and reassembly could have added risk to construction as many of the members have extensive rust/corrosion and section loss that could further disintegrate upon disassembly. The bridge was inspected for asbestos containing materials (ACM) and lead-based paint in May 2024. No ACM were identified, and the existing bridge has been sand blasted and repainted since 2015.
- In addition to adding time to the construction schedule, disassembly and relocation of the bridge would add cost to the overall project (no estimate has been developed to date).
- Through marketing of the bridge, NDOT will monitor inquiries/responses from any interested parties. Coordination with Consulting Parties will continue during the Section 106 process to see if any other parties may be interested in reusing part or all of the Decatur Bridge.

Though communication with potentially interested parties is ongoing, it is currently anticipated that relocation or reuse of all or part of the bridge in another location is not a reasonable option. Further documentation of marketing attempts and stakeholder coordination will be provided as both the NEPA and Section 106 processes progress.

Priority 3: “If it is determined that the bridge can no longer carry vehicular traffic, or could do so only at the expense of its historic integrity, the next best solution is to retain it for non-vehicular use at its original site with minimal modification. Priority should be given to transit-related uses, such as serving bicycle and pedestrian traffic.”

Use of the Decatur Bridge for non-vehicular use was evaluated (Attachment B of the *Decatur Bridge Alternatives Analysis to Support Coordination Under Section 106 the NHPA*), but for the reasons outlined below, in-place bridge reuse under any ownership scenario is neither feasible nor reasonable.

As rehabilitation options do not satisfy the purpose and need requirement, Priority 3 was assessed with regard to the potential to retain the bridge for adaptive re-use in addition to the Preferred (Blue) Alternative. The Blue Alternative would construct a new bridge approximately 80 feet north of and parallel to the Decatur Bridge. Demolition or removal of the Decatur Bridge would not be required, but the Blue Alternative would leave the Decatur Bridge isolated and disconnected from N-51 and IA-175.

The open grate deck of the Decatur Bridge and the lack of shoulders do not reasonably accommodate bike/ped users. None of the existing sidewalks along N-51 in Decatur connect to the bridge, and no trails or other bike/ped accommodations are planned on either side of the river. Like the rehabilitation alternative assessed, improvements could be made to the existing bridge to accommodate bike/ped use including adding a limited-width concrete deck, providing ADA-compliant railings, ramps, and walkways to access the bridge, and possibly new pedestrian-scale lighting. The limited-width solid deck would also provide access by maintenance and emergency vehicles.

Even with rehabilitation or improvements to accommodate bike/ped use, leaving the Decatur Bridge in place would ultimately create a safety hazard and would also require an undetermined level of maintenance until a time in the future when the bridge would completely close and removed. The cost estimate for both Build Alternatives includes demolition of the Decatur Bridge but not its long-term maintenance.

Therefore, retaining the bridge for non-vehicular use was determined not feasible and prudent.

Priority 4: “If the bridge can no longer carry vehicular traffic, no ‘as is’ use is feasible, and cannot be left in place, adaptive use possibilities should be explored, with preference to reuses that retain the bridge at its original site. Necessary modifications should not damage or obscure the original bridge structure. If no suitable in situ adaptive reuse can be found, the bridge can be closed to vehicular traffic and left in place as a ‘moldering ruin.’”

As established in the previous treatment discussions, the Decatur Bridge is both structurally and functionally deficient in its existing location, and no *in situ* adaptive reuse has been assessed as reasonable or feasible. Continued use of the bridge in any capacity would require that the identified deficiencies be addressed, necessitating structural changes that may reduce the historic integrity of the bridge. These changes would result in an adverse effect to the bridge under Section 106. Furthermore, closing and leaving the bridge crossing as a “moldering ruin” would impede construction of either Build Alternatives, pose a safety hazard to the public, and would not satisfy the identified purpose and needs, which are to maintain connectivity, improve infrastructure condition, and improve resiliency against flooding.

Furthermore, without continued repair and upkeep, the existing bridge would eventually fail, potentially causing damage to other bridge components, creating a river obstruction, or creating a hazard to motor vehicles. As a result, leaving the existing bridge as a “moldering ruin” would go against the project’s purpose to provide a resilient river crossing that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand.

Therefore, adaptive re-use of the Decatur Bridge or any of its components was determined not feasible and prudent.

Priority 5: “If the bridge cannot remain on its original site and cannot be moved, it shall be

documented to the standards of the Historic American Engineering Record before demolition, disassembly or modifications that will destroy its historic integrity. If possible, the structure should be disassembled carefully and stored until a new location for it can be found or significant components should be incorporated into any new bridge at the site or salvaged for educational purposes.”

Restoration or rehabilitation for vehicular or non-vehicular use that preserves the bridge’s historic character is not feasible for the reasons identified above. Furthermore, the disassembly and relocation of the bridge would result in destruction of the character-defining features of the bridge. For these reasons, bridge documentation followed by demolition (or repair of the existing structure in a manner that would destroy its historic integrity) is the preferred treatment. Though attempts to market all or part of the bridge to potential new owners for possible reuse are ongoing (Attachment 4 – Bridge Marketing Materials), it is not anticipated that this treatment would be feasible with regard to the subject bridge. Recordation of the bridge using Nebraska state standards would be conducted prior to demolition and would preserve the bridge’s historic elements through documentation. Furthermore, additional mitigative stipulations as outlined in an MOA (see Attachment 2) would be conducted prior to or as part of the demolition of the historic structure.

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5.0 SECTION 4(f) FINDINGS

NDOT prepared the *Decatur Bridge Alternatives Analysis to Support Coordination Under Section 106 the NHPA* (Attachment 1) to comply with the requirements of Section 106 and the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges* (FHWA 1983). In order for this programmatic Section 4(f) evaluation to be applied to a project, each of the following findings must be supported by the circumstances, studies, and consultations on the project:

- I. **Do Nothing.** The “do nothing” or “No Build” alternative has been studied. The do nothing alternative ignores the basic transportation need. For the following reasons this alternative is not feasible and prudent:
 - a. Maintenance - The do nothing alternative does not correct the situation that caused the bridge to be considered structurally deficient or deteriorated. These deficiencies can lead to sudden collapse and potential injury or loss of life. Normal maintenance is not considered adequate to cope with the situation.
 - b. Design Deficiencies - The do nothing alternative does not correct the situation that causes the bridge to be considered deficient. Because of the structural and functional deficiencies, the bridge poses hazards to the traveling public and places restrictions on transport and travel.
- II. **Build on New Location Without Using the Old Bridge.** Investigations have been conducted to construct a bridge on a new, further location or parallel to the old bridge, allowing for a one-way couplet that would include using the old bridge in place with both lanes of traffic traveling in one direction. However, for one or more of the following reasons, this alternative is not feasible and prudent:
 - a. Adverse Social, Economic, or Environmental Effects - Building a new bridge away from the present site would result in social, economic, or environmental impacts of extraordinary magnitude. Such impacts as extensive severing of productive farmlands, displacement of a significant number of families or businesses, serious disruption of established travel patterns, and access and damage to wetlands may individually or cumulatively weigh heavily against relocation to a new site.
 - b. Engineering and Economy - Where difficulty associated with the new location is less extreme than those encountered above, a new site would not be feasible and prudent where cost and engineering difficulties reach extraordinary magnitude. Factors supporting this conclusion include significantly increased roadway and structure costs, serious foundation problems, or extreme difficulty in reaching the new site with construction equipment. Additional design and safety factors to be considered include an ability to achieve minimum design standards or to meet requirements of various permitting agencies such as those involved with navigation, pollution, and the environment.
 - c. Preservation of Old Bridge - It is not feasible and prudent to preserve the existing bridge, even if a new bridge were to be built at a new location. This could occur when the historic bridge is beyond rehabilitation for transportation or an alternative use, when no responsible party can be located to maintain and preserve the bridge, or when a permitting authority, such as the USCG requires removal or demolition of the old bridge.

- III. Rehabilitation Without Affecting the Historic Integrity of the Bridge.** Studies have been conducted of rehabilitation measures, but, for one or more of the following reasons, this alternative is not feasible and prudent:
- a. The bridge is so structurally deficient that it cannot be rehabilitated to meet minimum acceptable load requirements without affecting the historic integrity of the bridge.
 - b. The bridge has significant geometric deficiencies and cannot be widened to meet the minimum required capacity of the highway system on which it is located without affecting the historic integrity of the bridge. Flexibility in the application of the AASHTO geometric standards should be exercised as permitted in 23 CFR Part 625 during the analysis of this alternative.

The Blue Alternative, construction of a new bridge north of and parallel to the existing Decatur Bridge, was selected as the Preferred Alternative. Based on the information provided herein and in the associated Alternatives Analysis (Attachment 1), the project meets all of the applicability criteria set forth in the Programmatic Section 4(f) Evaluation. All alternatives required for consideration under the Programmatic Section 4(f) Evaluation have been fully evaluated, and the findings made are clear and supported by the circumstances, studies, and consultations on the Project. No feasible and prudent alternative was identified that could maintain the existing bridge for vehicular traffic. Therefore, the Project would result in a use of the Decatur Bridge (S051 03644) as defined in Section 4(f).

IV. Measures to Minimize Harm

In accordance with the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges* (FHWA 1983), the Project includes all possible planning to minimize harm. The Project would replace the Decatur Bridge (S051 03644). Fully adequate recordation of the historic bridge, in accordance with the Nebraska state standards, would be completed prior to demolition of the bridge.

Federal law requires any state proposing demolition of a historic bridge involved in a bridge replacement project using federal funds to “first make the historic bridge available for donation to a State, locality, or responsible private entity” provided the recipient agrees to maintain the bridge and the features that give it historic significance and assume all future legal and financial responsibility for the bridge [see 23 USC 144(g)]. From December 18, 2025 through January 19, 2026, NDOT and IADOT advertised the bridge for reuse. No parties expressed interest in the acquisition of all or part of the bridge. Copies of the advertising materials are included in Attachment 4.

The Section 106 process of the NHPA determined that the proposed Project will have an adverse effect on the NRHP-eligible Decatur Bridge. Coordination between NDOT, IADOT, NESHPO, IASHPO, and Consulting Parties resulted in a MOA executed by NDOT, IADOT, NESHPO, and IASHPO on [DATE]. The MOA contains a requirement for photographic documentation of the bridge prior to demolition and complies with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, and the Nebraska State Historic Preservation Officer for the Highway Bridge Replacement and Rehabilitation Program* (FHWA 1991) and the *Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation, and the Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal-Aid Highway Program in the State of Nebraska* (2023).

6.0 SUMMARY

All avoidance alternatives or treatments would require the replacement, substantial repair, or modification of the existing Decatur Bridge (S051 03644) and its character-defining features, including its Warren-type through-truss River Unit design. The loss of the character-defining features contributing to the bridge's historic significance and the subsequent loss of historic integrity would render the bridge no longer eligible for listing on the NRHP.

FHWA has determined that this project qualifies for the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges* (FHWA 1983).

DRAFT

7.0 REFERENCES

Baynard, Kristie, Camilla Deiber, Patti Kuhn, and Mike Yengling

2011 *Intensive Architectural Survey of Iowa Primary and Secondary Road Bridge Built Between 1942 and 1970*. Prepared for the Iowa Department of Transportation by The Louis Berger Group, Inc. July 2011.

Federal Highway Administration (FHWA)

1983 Department of Transportation Federal Highway Administration Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges. July 5, 1983.
https://www.environment.fhwa.dot.gov/legislation/section4f/4f_bridges.aspx.

FraserDesign and Hess, Roise and Company

1991 Management Plan. Nebraska Historic Bridge Inventory. July.

Mead and Hunt

2007 National Register Evaluation of Nebraska Bridges, 1947 to 1965 (including the reassessment of select pre-1947 bridges). Prepared for the Nebraska Department of Roads by Mead & Hunt.

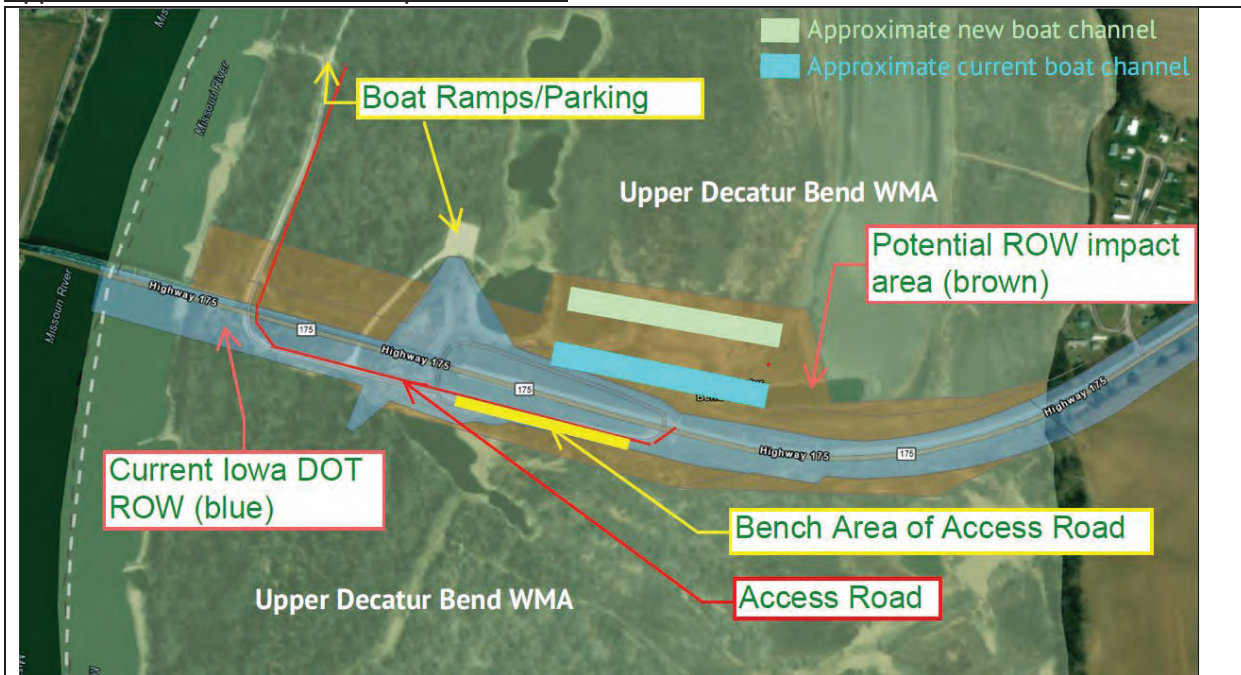
National Park Service

1997 "How to Apply the National Register Criteria for Evaluation." National Register Bulletin.
https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.

County: Monona Project Code: 24-67-175-010 Phase Number: STP-175-1(106)--2C-67 Location: US 175 Decatur Bridge over the Missouri River	NEPA Classification: EA NEPA Project Type: Bridge NEPA ID: 15074
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FHWA determines the applicability of 49 USC 303 (Section 4(f) of the DOT Act of 1966) to impacts your project may have on a public park, recreation area, or wildlife and waterfowl refuge. This is part of the Section 4(f) determination process for this project. To complete the determination, FHWA is gathering input from the official with jurisdiction over the property to establish the function, designation, and significance of the property. As the official with jurisdiction, we are providing you information regarding the proposed impacts to the property listed below.

Upper Decatur Bend WMA Multiple-Use Land



Ownership: Public
 Open to the Public? Yes
 Is the primary function recreation? No
 Or is the secondary function recreation if the primary is not? Yes
 Do you as the OWJ consider the property significant to the community for recreation? Yes

Property details:	Impact to the property:	Duration of impact:
642 Acres	A new bridge will be constructed north of the existing IA-175 bridge, construction will require the use of approximately 23 acres of the WMA. Once construction of the new bridge is complete, the existing bridge will be removed. The affected attributes of the property are listed below.	Temporary construction impact permitted through a Sovereign Lands Permit. Minor amount of permanent easement for new ROW.

Attributes of the property:	Affected attributes:
Boat Ramp	Yes – Access
Boating	Yes – Access
Fishing	Yes – Access
Hunting	Yes
Green Space	Yes
Nature/Bird Watching	Yes
Off Highway Vehicle Park	Yes – Access

Describe impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project:

The impact to the Upper Decatur Bend WMA (WMA) is minimized to the extent possible while also incorporating an improvement to the access road and the power line to the pump house.

The access road entrance off IA-175 will be shifted east from its original location due to the adjustment of the east abutment. This access road leads to the boat ramps, off highway vehicle parking, and fishing ponds, and will be inaccessible to the public during its reconstruction and for temporary periods during the bridge construction. The portion that runs parallel to the south side of the bridge, through the "bench" area before turning north, will be lowered to an elevation that allows for better water flow between the north and south wetland areas. This portion of the access road will also be paved to prevent washout during the more frequent flood events with the addition of strategic riprap to reduce the risk of erosion. These changes provide a mutual benefit to the WMA and public by improving the flow of water during a flood and shorter closure of the access road after a flood. To the extent possible, closure of the access road and parking areas will be minimized during peak recreation seasons.

The overhead power line that is located north of the current bridge will need to be relocated. Iowa DNR has requested that this line be reburied at the new location, as it was prior to the flood in 2011.

The new alignment will also impact the boat channel north of the bridge. The channel will be filled to allow proper slope, so a new channel will be dug approximately 250 ft. to the north to reduce the risk of scour on the new bridge piers. To minimize the impact to this recreational feature, work will be done, to the extent possible, during off-season periods of low water.

Coordination will occur with Iowa DNR during final design to confirm the elevations of the inlet and outlet of the culvert extensions. The culvert extension will keep an upstream gate, and the Iowa DNR is open to an alternative gate style if elevations and functionality are maintained.

The project contract will include Special Provisions to ensure Iowa DNR staff are allowed access to areas of the WMA, including agreed use of contractor temporary access roads if necessary, to complete any maintenance activities. Coordination between the contractor and Iowa DNR will be ongoing to ensure any construction and/or maintenance activities are mutually beneficial and not negatively impactful to the conservation goals of the WMA.

After project completion and the old bridge is removed, any ROW no longer needed within the WMA will be transferred back to the Iowa DNR. Preliminary design estimates the transfer of approximately

10 acres from Iowa DOT to Iowa DNR, and 4 acres from Iowa DNR to Iowa DOT. All temporary construction impacts expect to be permitted with the use of a Sovereign Lands Permit. These acres are also in an easement with the USACE for the Missouri River Recovery Program (MRRP) and may need to be amended as required.

Does this adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f)?

No. The impacts to the recreational features of the Upper Decatur Bend WMA will continue to operate as before. The transportation use of the Section 4(f) property, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

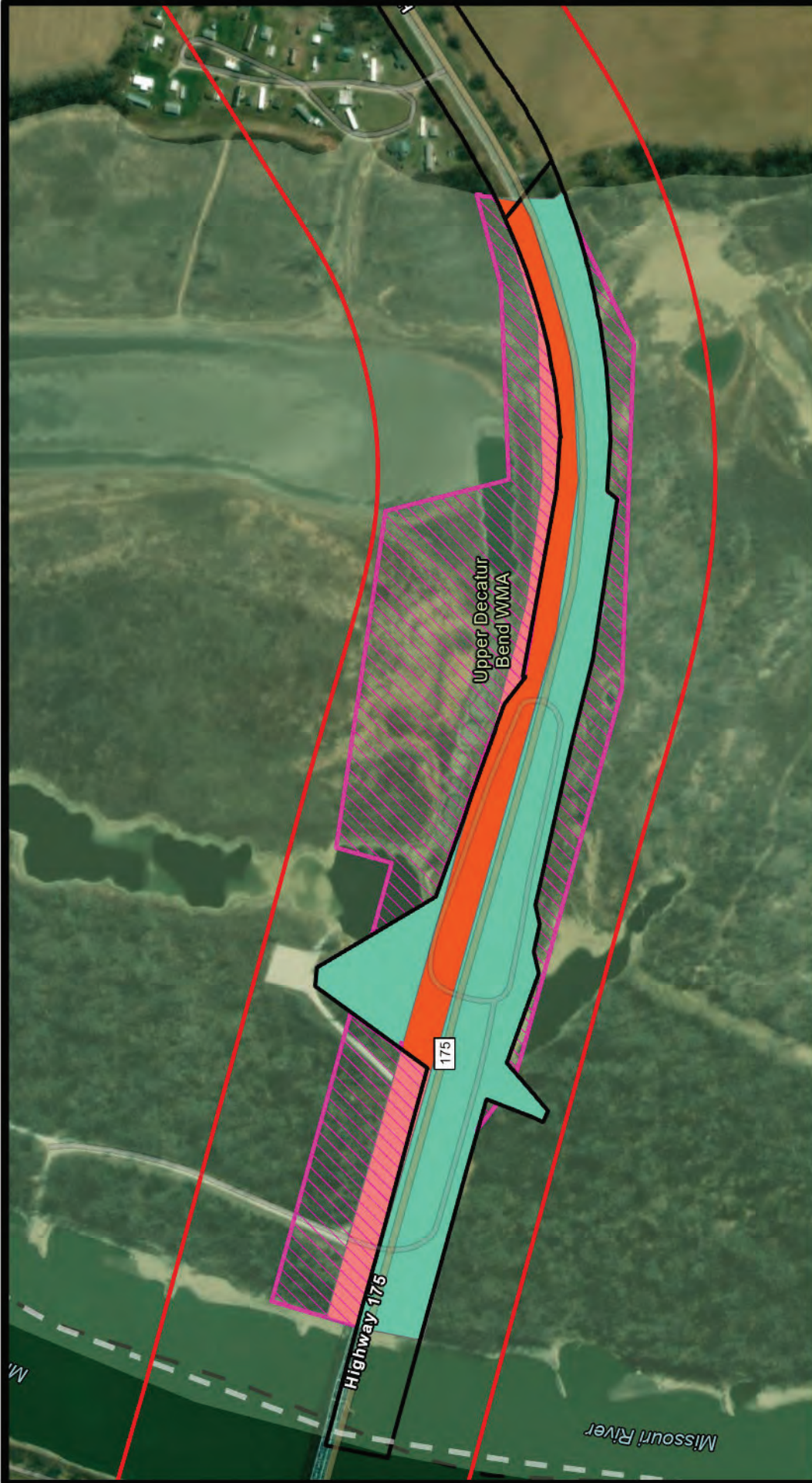
Describe the public involvement method and the outcome:

This proposed de minimis finding will be presented to the public for comment alongside the Environmental Assessment during the public hearing on March 31, 2026. There will be a comment period of 17 days closing on April 17, 2026. Once complete, all comments will be reviewed and considered in further project design. A summary of those comments will be included in the final form sent for signature.

OWJ	Date	Comments
Doug Chafa/IDNR	02/03/2025	confirmed significance
Doug Chafa/IDNR	07/28/2025	Project Management Team (IA DOT, NE DOT, Consultant) reviewed current design & potential impacts
Doug Chafa/IDNR	10/17/2025	Project Management Team (IA DOT, NE DOT, Consultant) revisited potential impacts based on design changes

The official(s) with jurisdiction over the property, after being informed of the public comments and FHWA's intent to make the de minimis impact finding, concur in writing that the project will not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f).

	Signature	Date
IA DOT:	Christine Schwienebart	12/11/25
Official with Jurisdiction:		
Official with Jurisdiction:		



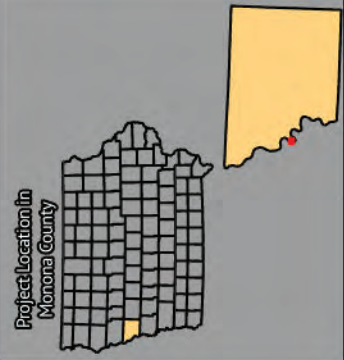
Section 4(f) Impacts

STP-175-1(106)-2C-67
Decatur Bridge

Monona County, Iowa

Legend

- Initial Survey Area
- Existing Right of Way
- LOC outside of ROW
- New DOT ROW
- Existing DOT ROW not to be transferred
- ROW to Transfer to WMA



IOWA DOT
Location & Environment
Bureau

Created February, 2026

Winkelmann, Michelle L

Subject: FW: Iowa DOT Project - STP-175-1(106)--2C-67

From: Bentzinger, Ruth E CIV USARMY CENWO (USA) <Ruth.E.Bentzinger@usace.army.mil>

Sent: Tuesday, March 3, 2026 1:49 PM

To: Schwienebart, Christine <Christine.Schwienebart@iowadot.us>

Cc: Pitts, Luke (FHWA) <luke.pitts@dot.gov>

Subject: RE: Iowa DOT Project - STP-175-1(106)--2C-67

CAUTION:

This email originated from outside the Iowa Department of Transportation.

Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Christine,

Yes, please include me as an OWJ for the Upper Decatur Bend property. I have reviewed and concur with the minimization/mitigation measures as detailed in the Section 4(f) de minimis document for the Upper Decatur Bend WMA and the information is correct to the best of my knowledge.

USACE's congressional authorization and primary interest in the property is to mitigate for the loss of fish and wildlife habitat as a result of past channelization efforts on the Missouri River.

Recreational purposes (fishing, hunting, hiking, nature activities, etc.) are deemed as secondary or indirect benefits to the states.

Please don't hesitate to contact me for any questions or additional information. ~Ruth

Ruth Bentzinger

Natural Resources Specialist

Missouri River Project Office

(402) 996-3761 office

(402) 806-0163 work cell

ruth.e.bentzinger@usace.army.mil

From: Schwienebart, Christine <Christine.Schwienebart@iowadot.us>

Sent: Thursday, February 26, 2026 1:36 PM

To: Bentzinger, Ruth E CIV USARMY CENWO (USA) <Ruth.E.Bentzinger@usace.army.mil>

Subject: [Non-DoD Source] Iowa DOT Project - STP-175-1(106)--2C-67

Hi Ruth,

I am contacting you in regard to the US 175 Decatur Bridge over the Missouri River joint project between Iowa DOT and NE DOT. As you know from our USACE update meetings, we've been working with Doug Chafa from IA DNR to document the *de minimis* exception for impacts to the Upper Decatur Bend WMA. It has been our understanding from those conversations that the USACE defers to the IA DNR for management of the WMA, including the area that is within the USACE easement. As we've progressed through FHWA review of the draft EA, FHWA has asked us to determine and document if USACE would also like to be considered an OWJ for the property identified.

For reference: An OWJ for a park, recreation area, and/or wildlife refuge is defined as the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property. (23 CFR 774.17 “Official(s) with jurisdiction”)

Please respond if you would also like to be identified as an OWJ for the WMA. And if yes, we ask you to respond if you are agreeable to the mitigation/minimization measure described in the attached de minimis form, and that information in the document is correct to the best of your knowledge. Doug Chafa has responded that he is agreeable to the measures outlined and that the information is correct. Then also, if you respond that you would like to be an OWJ, we would ask you to sign the final form once the public comment period closes and all comments have been considered.

Thank you,

Christine Schwienebart
NEPA Manager

Location and Environment Bureau
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010
(515) 239-1999

Christine.Schwienebart@iowadot.us
iowadot.gov



Appendix F

Threatened and Endangered Species

Accessibility Support

This document may contain elements that are not fully accessible to screen readers. For a detailed explanation of the content or to request an alternative format, please contact Marissa Kuehn, NDOT Public Involvement Manager at marissa.kuehn@nebraska.gov or 402-479-4514

Overview of Effects and Required Conservation Conditions

Threatened and Endangered Species Effect Determination:

- This project will have “no effect” to all listed species and their habitats.
- A “may affect, not likely to adversely affect” determination is made for the following species/critical habitat with the conservation conditions listed below (*and will have “no effect” on all other listed species, except for any listed in the 3rd check box*): **Lake Sturgeon, Pallid Sturgeon, Monarch Butterfly, Northern Long-eared Bat, Piping Plover, Rufa Red Knot, Sturgeon Chub, and Suckley’s Cuckoo Bumble Bee**

Northern long-eared bat (NLEB) and tri-colored bat (TCB) were evaluated through the FHWA, FRA, FTA Programmatic Biological Opinion/Conference Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, Tricolored Bat on IPaC. This project received concurrence by USFWS for NLEB on 2/3/2025. This project is outside the Area of Interest for TCB for the USFWS, so the project will have “No Effect” on the species. To be more conservative, additional AMMs for NLEB and TCB will be implemented.

- A “may affect, likely to adversely affect” determination is made for the following species/critical habitat with the conservation conditions listed below (*and will have “no effect” on all other listed species, except for any listed above*):

Platte River Flow Depletions and Borrow:

If the excavation of borrow sites will occur within the Platte River Basin and result in open water that could constitute a depletion to the Platte River system, upstream of the Loup confluence, the Nebraska Department of Natural Resources will be contacted. If a borrow site will result in a depletion to the Platte River system, downstream of the Loup confluence, NDOT will coordinate with the Nebraska Game and Parks Commission.

Migratory Bird Treaty Act:

NDOT has developed an Avian Protection Plan (APP) to reduce conflicts between construction of NDOT projects and the laws governing migratory birds. This procedure is designed to protect and conserve avian populations and reduce avian conflicts through changes in project scheduling (i.e. tree clearing outside of primary nesting period), increased migratory bird surveys, and changes in project construction timelines. NDOT will utilize its APP to reduce conflicts with migratory birds on this project.

Bald and Golden Eagle Protection Act:

This project was also reviewed for potential impacts to bald and golden eagles. It has been determined that suitable habitat does exist within the Initial Survey Area and within 0.5 miles of the Initial Survey Area. NDOT will utilize the Bald Eagle (or Golden Eagle) Survey Protocol to determine when a survey for nests and/or roosts should be conducted. If nest(s) are present within 0.5 miles of the Initial Survey Area, NDOT will notify the Nebraska Game and Parks Commission and the United States Fish and Wildlife Service, and construction will not commence prior to their approval.

Fish and Wildlife Coordination Act:

A wetland delineation was completed in November 2023. There are wetland resources within the study area; however, wetland and channel impacts have not been finalized. Impacts are anticipated, and an Individual Permit is anticipated. At this time, mitigation is still being evaluated, but it is anticipated. When impacts are finalized, coordination through the Fish and Wildlife Coordination Act will be re-evaluated.

Agency Coordination: The Action Area for this project extends into the tribal lands of the Omaha Tribe. Due to this, NDOT, on behalf of the Federal Highway Administration (FHWA), requested the Bureau of Indian Affairs and the Omaha Tribe to review the Draft Biological Assessment (BA) for any comments or concerns as it relates to federally and state-listed threatened and endangered species or other species of concern. The request was initiated on February 4th, 2026. NDOT requested that any comments, questions, or concerns be received by March 4th, 2026. Any questions, comments, or concerns will be addressed as necessary.

Conservation Conditions: *Responsible Party for conservation condition shown in parentheses.*

Listed below are the required Conservation Conditions that apply to this project. These measures are not subject to change without the prior written approval of the NDOT Environmental Section. **Copy and paste the conditions listed below verbatim in the NEPA document, the Green Sheet, and in the contract documents:**

- A-1 Changes in Project Scope.** If there is a change in the project scope, the project limits, or environmental commitments, the Highway Project Manager shall coordinate with the NDOT Environmental Section to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the NDOT Environmental Section. *(District Construction)*
- A-2 Conservation Conditions.** Conservation conditions are to be fully implemented within the project limits as shown on the plans. *(District Construction, Contractor)*
- A-3 Early Construction Starts.** Contractor requests for early construction starts must be coordinated by the Project Construction Engineer with the NDOT Environmental Section for approval to ensure avoidance of listed species sensitive lifecycle timeframes. Early start requests may require consultation with the USFWS and NGPC. Agency coordination time will vary depending on species and project location. *(District Construction, Contractor)*
- A-4 T&E Species.** If federal or state listed species are observed during construction, the Highway Project Manager will contact NDOT Environmental Section to determine if additional species conservation conditions would be required prior to continuing project construction activities. Contact NDOT Environmental for a reference of federal and state listed species. Coordination with the USFWS and NGPC may be required depending on the species identified and construction activities. *(NDOT Environmental, District Construction, Contractor)*
- A-5 Refueling.** Refueling will be conducted outside of those sensitive areas identified on the plans, in the contract, and/or marked in the field. *(Contractor)*

- A-6 Restricted Activities.** The following project activities shall, to the extent possible, be restricted to between the beginning and ending points (stationing, reference posts, mile markers, and/or section-township-range references) of the project, within the right-of-way designated on the project plans: borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites.

For activities outside the project limits, the contractor should refer to the Nebraska Game and Park Commission website to determine which species ranges occur within the off-site area. The contractor should plan accordingly for any species surveys that may be required to approve the use of a borrow site, or other off-site activities. The contractor should review the T&E Matrix agreement (on NDOT's website), where species survey protocols can be found, to estimate the level of effort and timing requirements for surveys.

Any project related activities that occur outside of the project limits must be environmentally cleared/permitted with the Nebraska Game and Parks Commission as well as any other appropriate agencies by the contractor and those clearances/permits submitted to the District Construction Project Manager prior to the start of the above listed project activities. The contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan-sheet or drawing showing the location and dimensions of the activity site, a minimum of 4 different ground photos showing the existing conditions at the proposed activity site, depth to ground water and depth of pit, and the "Platte River depletion status" of the site. The contractor must receive notice of acceptance from NDOT environmental, prior to starting the above listed project activities. These project activities cannot adversely affect state and/or federally listed species or designated critical habitat. *(NDOT Environmental, District Construction, Contractor)*.

- A-7 Waste/Debris.** Construction waste/debris will be disposed of in areas or a manner which will not adversely affect state and/or federally listed species and/or designated critical habitat. *(Contractor)*
- A-8 Post Construction Erosion Control.** Erosion control activities carried out by NDOT Maintenance or others after construction is complete, but prior to project close-out, shall adhere to any standard conservation conditions for species designated for the project limits during construction. *(NDOT Maintenance, District Construction, Contractor)*
- S-3 Revegetation.** All permanent seeding and plantings (excluding managed landscaped areas) shall use species and composition native to the project vicinity as shown in the Plan for the Roadside Environment. However, within the first 16 feet of the road shoulder or within high erosion prone locations, tall fescue or perennial ryegrass may be used at minimal rates to provide quick groundcover to prevent erosion, unless state or federally listed threatened or endangered plants were identified in the project area during surveys. If listed **plants** were identified, any seed mix requirements identified during resource agency consultations shall be used for the project. *(NDOT Environmental)*
- S-4 Sensitive Areas.** Environmentally Sensitive Areas will be marked on the plans, in the field, or in the contract by NDOT Environmental for avoidance. *(NDOT Environmental, NDOT Roadway Design, District Construction)*

S-5 Species Surveys. If species surveys are required during the construction phase of the project (including pre-construction surveys), results will be sent by NDOT Environmental Section to the USFWS, NGPC, and if applicable the USACE. (*NDOT Environmental, District Construction*)

S-6 Permanent LED Lighting (NDOT Design Commitment): Only LED roadway luminaries listed on the NDOT "Nebraska Qualified Material Vendors List" will be considered for use on Nebraska highway lighting projects. Proposed changes to the following LED lighting requirements would require resource agency (USFWS and/or NGPC) coordination and approval prior to installation:

- Nominal CCT – 3000 +/- 300 K
- BUG Ratings – Maximum nominal Backlight (N/A), Uplight (0), Glare (N/A)
- Lumen Output – N/A

Any proposed changes to the listed requirement(s) must be presented to the NDOT Environmental Section for Agency Coordination and approval.

R-4 Asphalt plants and staging areas for construction supplies and Contractor's equipment shall be located in areas that are frequently disturbed such as, but not limited to, field entrances, crop fields, abandoned roadway, farmsteads, and roads. If this is not possible, the contractor shall coordinate with NDOT Environmental with a site plan showing the desired staging/stockpile location(s), which will be sited in such a way as to avoid impacting protected species. (*Contractor*)

Northern Long-eared Bat/Tricolored Bat:

GAMM1

Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs. (*NDOT Environmental, District, Contractor*)

LAMM1

Direct temporary lighting away from suitable habitat during the active season (**April 1st - November 15th**). (*District, Contractor*)

LAMM2

When installing new/additional permanent lighting or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those Transportation Agencies using the Backlight Uplight and Glare (BUG) system developed by the Illuminating Engineering Society, the project should be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. http://www.escolighting.com/PDFfiles/BUG_rating.pdf (*Design, Contractor*)

TRTAMM1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely. (*Design, District, Contractor*)

TRTAMM2

Ensure tree removal/trimming is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree removal/trimming to ensure contractors stay within clearing limits (*District, Contractor*)

TRTAMM3a

Ensure tree removal/trimming is limited to the inactive season (November 16th-March 31st) (*NDOT environmental, District, Contractor*)

BCSAMM3A

Ensure bridge, culvert, or structure removal, replacement, and/or alteration activities conducted during the active season will not disturb roosting Indiana bats, NLEBs, or TCBs using the bridge, culvert, or structure. (*NDOT environmental, District, Contractor*)

Pallid Sturgeon/ Lake Sturgeon/ Sturgeon Chub:

- PS/LS/SC-1** No vibratory or impact pile driving from March 1 through July 31 within the channel. (*Contractor*)
- PS/LS/SC-2** Any detention basin outlets will be designed such that it is stabilized to prevent streambank erosion and will not otherwise impact stream channel/bank. (*Design, Contractor*)
- PS/LS/SC-3** The Contractor will dispose of drill cuttings in areas or a manner which will not adversely affect state and/or federally listed species and/or designated critical habitat. (*Contractor*)
- PS/LS/SC-5** No discharge of water or spoil directly into the channel from March 1 through July 31. (*Contractor*)
- PS/LS/SC-6** No flow modifications or disturbance in the channel from March 1 through July 31. Work is allowed within a cofferdam or above the waterline if the work is conducted from the temporary work platform or another location not directly in the channel (i.e., the riverbank or barges). Vibratory or impact pile driving from March 1 to July 31 is **NOT** permitted within or outside of a cofferdam. Temporary bridges or causeways can be constructed between August 1 and March 1, provided they are built according to the terms and conditions of the associated 404 permit. Barges may be secured with spud piles and relocated year-round. (*Contractor*)
- PS/LS/SC-7** Any upland soil disturbances will be designed to avoid or minimize sedimentation. (*Design, Contractor*)
- PS/LS/SC-A** The proposal for the temporary structure, if not already provided, shall be submitted to the USFWS and NGPC at least 30 days prior to construction. (*Contractor, Environmental*)

PS/LS/SC-B During all phases of the bridge removal that do not involve dropping the bridge into the channel, such as the removal of the bridge deck and rails, all debris will be captured and/or contained. During phases of bridge removal that include dropping the bridge into the channel, all materials will be removed from the channel as promptly as feasible. The dropping and removal of the bridge from the channel will not occur between March 1 and July 31. (*Contractor*)

PS/LS/SC-C Bridge demolition activities involving explosives will be avoided between March 1 through July 31.

PS/LS/SC-D Prior to use at the construction site, barges and any equipment that will be used in the water must be de-contaminated of invasive aquatic species according to protocol. (*Contractor*)

Monarch Butterfly:

MB-A To avoid impacts on monarch caterpillars during construction, contractors shall complete all initial vegetation disturbance before May 1 or after October 1. This initial disturbance can be a mow out of the entire area and does not require a full clearing and grubbing. Vegetation shall be maintained at below 6" height or less starting May 1 to October 1. If construction or Contractor activities within areas of suitable habitat are complete before October 1st, the area no longer needs to be mowed. This timing restriction ensures that vegetation removal does not occur during the period when monarch caterpillars are present on milkweed plants. (*Contractor*)

Piping Plover:

PP-4 Herbaceous species used for re-seeding within ¼ mile of the following locations: the west (Nebraska) and east (Iowa) banks of the Missouri River and several unnamed waterbodies will be native grass or forb species. Native shrub or woody species used in restoration should reach no more than 4 feet in height at maturity. These unnamed waterbodies are located at Mile Markers 0+30 (north and south) and 0+ 40 to 0+60 (north and south). (*Design, NDOT Environmental*)

PP-5 If nighttime work is planned between April 15 and August 15, lighting shall be limited to a Nominal CCT of 3000 +/- 300 K, shielded and directed away from the suitable habitat at the following locations: the west (Nebraska) and east (Iowa) banks of the Missouri River and several unnamed waterbodies located at Mile Markers 0+30 (north and south) and 0+ 40 to 0+60 (north and south). (*NDOT Environmental, Contractor*)

Rufa Red Knot: No conservation measures specified

Suckley's Cuckoo Bumble Bee: No conservation measures specified

Project Name: Decatur Bridge
Federal-aid Number: STP-51-7(109)
Control Number: 32395

Updated 2/17/2023

The overall Biological Assessment package was prepared by:

<u>Derek Green</u> Signature	<u>Derek Green</u> Printed Name	<u>Burns & McDonnell</u> Title and Agency/Firm	<u>1/23/2026</u> Date
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Approved by the following qualified NDOT biologist:

<u>Erika Hinz</u> Signature	<u>Erika Hinz</u> Printed Name	<u>2/4/2026</u> Date
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Check if FHWA signature required (*NDOT Environmental use only*).
Approved by FHWA Environmental (*FHWA signature only needed when the project is unassigned under the most current CE MOU and the project results in a "may affect" determination, or an Individual Project Level Evaluation, modified Conservation Conditions, or Individual BA is required.*):

<u>Luke Pitts</u> Signature	<u>Luke Pitts</u> Printed Name	<u>2/10/2026</u> Date
--------------------------------	-----------------------------------	--------------------------

Check if USFWS and/or NGPC concurrence is required (*NDOT Environmental use only*).

Check if the project occurs on federal or tribal land (*NDOT Environmental use only*).
If yes, provide federal or tribal agency name: Omaha Reservation and Bureau of Indian Affairs

Species Evaluation Parameters

Form to assist in completing the Endangered & Threatened Species Evaluation Procedures Guide Sheet and Determining the Potential Effect

The following questions identify the potential for suitable habitat within the Action Area, or if the project is within the range of a federally or state listed species. If a species is listed during construction or implementation, the species will be addressed in the Individual Project Level Evaluation document.

Proposed Project Information

Project Sponsor and Contact: Erika Hinz, Nebraska Department of Transportation; Brock Struecker, Iowa Department of Transportation

Biologist Completing Assessment: Derek Green, Burns & McDonnell

Project No.: STP-51-7(109)

Control No.: 32395

Project Name: Decatur Bridge

County: Burt (Nebraska) and Monona (Iowa)

Limits of Work

Start: MM 36.15 (Nebraska, N-51)

End: RP 1.09 (Iowa, IA-175)

Total Length: Approximately 1.47 miles

Activity Checklist Date: 1/30/2026

Project Description Date: 1/20/2026

Project Description: The project is located on Nebraska Highway 51 (N-51) / Iowa Highway 175 (IA-175) within Burt County, Nebraska and Monona County, Iowa at the bridge over the Missouri River (Structure Number S051 03644), mile marker (MM) 36.63. Construction may begin just east of Broadway Street in Decatur, Nebraska and end approximately 1 mile east of the state line on IA-175 to accommodate the replacement of the structure.

The existing roadway on this segment of N-51 west of 3rd Avenue generally consists of two 12-foot-wide concrete lanes and 7-foot-wide shoulders, curbed 38-foot-wide back-to-back.

The existing approach roadway on this segment of N-51 east of 3rd Avenue generally consists of two 10-foot-wide composite lanes, 10-foot-wide shoulder left of which 8 feet are paved with asphalt and 8-foot-wide shoulder right of which 6 feet are paved with asphalt.

The existing approach roadway on this segment of IA-175 generally consists of two 12-foot-wide asphalt lanes and 7-foot-wide shoulders, of which 2 feet are paved with asphalt.

Structure S051 03644 has an existing clear width of 22'-6".

The improvements of this project consist of the replacement of structure S051 03644, pavement reconstruction, storm sewer and culvert work, and guardrail replacement.

Grading will be required for the entire length of this project.

The bridge over the Missouri River (S051 03644) will be replaced with a new bridge. Phasing of the bridge replacement will require a permanent alignment shift and a grade raise. Work will be required in the waterway. The limits of pavement replacement will be determined by Roadway Design. Guardrail will be replaced.

This project will be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Temporary crossovers may be utilized to accommodate phasing requirements.

Additional property rights will be required to build this project.

Access to adjacent properties will be maintained during construction but may be limited at times due to phasing requirements.

Project Limits: The Project Limits are defined as the area between the beginning and end points, from right-of-way to right-of-way, as marked in the construction plans, including temporary construction easements, detours, and any designated waste, staging, stockpile or material sites.

Project Action Area: The Action Area for this project extends 1.1 miles from the centerline of the roadway. This distance represents the greatest likely extent of effects on species and critical habitat.

Project Action Area Habitat Description: The Nebraska portion of the Project Action Area is located primarily within the Valleys topographic region of Nebraska, although it also includes the Bluffs and Escarpments as well as the Rolling Hills topographic regions. The Valleys region is flat-lying land along major streams, with stream-deposited silt, clay, sand, and gravel. The Bluffs and Escarpments region is found along the Missouri River; an area of steep slopes and cliffs that define the edge of the plains. The Rolling Hills region is hilly with moderate to steep slopes and rounded ridge crests. In eastern Nebraska, the Rolling Hills are mostly glacial till that has been eroded and mantled by loess.

According to the Nebraska Game and Parks Commission's (NGPC) 2005 publication of Nebraska Natural Legacy Project, "A Comprehensive Wildlife Conservation Strategy," the project falls within the Tallgrass Prairie Ecoregion of Nebraska. This ecoregion is the easternmost one in Nebraska and is bordered on the west by the Mixed Grass Prairie and the Sandhills Ecoregions. The land surface is mainly rolling hills intersected by stream valleys. After the glaciers receded, windblown loess was deposited over the till. These materials, with organic matter provided by thousands of years of prairie vegetation, form the basis for the deep, fertile soils that typify eastern Nebraska. Although historically upland tallgrass prairie was the dominant plant community of the region, eastern Nebraska has a diversity of other community types ranging from deciduous woodlands to saline wetlands. Most of the woodlands and prairies that historically occurred in the area, however, have been cleared and converted to agricultural

use (NGPC, 2005).

The Action Area is within the Missouri River and Bluffs Biologically Unique Landscape (NGPC, 2026). The Missouri River and Bluffs biologically unique landscape includes the Missouri River channel, floodplain, and bluffs from the Nebraska/Kansas border to the Nebraska/South Dakota border. Historically, the Missouri River was one of the most dynamic large rivers in North America. The river was more than a mile wide and 20 feet deep in places, and its channel laced with sandbars and forested islands, and the floodplain was a mosaic of oxbow lakes, backwater marshes, wet prairies, and floodplain forests. Alterations to the Missouri River, which began in 1829, have had many negative consequences for riverine flora and fauna. Dam construction has interrupted sediment transport; channelization has resulted in the elimination of sloughs, backwaters, and oxbows; and alteration of natural flows and elimination of lateral riverine movement has resulted in declining populations of many big river species. The lack of properly-timed flows has also impacted the hydrology of the floodplain wetlands. The majority of the floodplain is now cropland. However, the stretches of the Missouri River from Sioux City to Gavins Point Dam and from the upper end of Lewis and Clark Lake to the South Dakota border have remained un-channelized and are designated as a National Recreational River. The steep bluffs of the Missouri River in Dakota, Dixon, Cedar, Thurston, and Burt counties support deciduous forest dominated by bur oak, basswood, and ironwood; remnants of tall-grass prairie and northern loess shale bluff; wet meadows; and cropland. In contrast, the steep bluffs of the Missouri River in Nemaha and Richardson counties and the far southeast corner of Nebraska support an eastern deciduous forest of oaks, hickories, and basswood. These woodlands support a high diversity of eastern deciduous forest plants and animal species, tallgrass prairie remnants on some bluff tops and south- and west-facing slopes; and scattered crop and pasture land.

The Action Area on the west side of the Missouri River, in Nebraska, consists largely of agricultural fields with small areas of grassland and prairie surrounding the Village of Decatur. Portions of both the Tieville Bend and the Middle Decatur Bend State Wildlife Management Areas occur in Nebraska on the east side of the Missouri River, while the Upper Decatur Bend Wildlife Management Area (WMA) occurs east of the Missouri River in Iowa. The Action Area in Iowa is also largely agricultural, with smaller areas of grassland and prairie. Approximately 500 acres of riparian and upland woodland occur in the Action Area, with similar acreages of each habitat across the Nebraska and Iowa portions of the Action Area. Several unnamed waterbodies occur in both Nebraska and Iowa. Wooded areas are dominated by honey locust (*Gleditsia triacanthos*), Siberian elm (*Ulmus pumila*), silver maple (*Acer saccharinum*), eastern cottonwood (*Populus deltoides*), black willow (*Salix nigra*), and green ash (*Fraxinus pennsylvanica*). The Decatur Bridge (S051 03644) over the Missouri River and a pedestrian bridge over Elm Creek in Nebraska were documented within the Action Area. The Missouri River through the Action Area has no sandbars or islands. A small, meandering channel flows through the floodplain on the Iowa side of the river, entering the Missouri River approximately 0.5 mile north of the Decatur Bridge crossing. The floodplain within the Iowa overbank has been disturbed by past flood events, construction of the existing bridge, and river channelization.

Field Visit Summary, as applicable: Burns & McDonnell personnel conducted a field visit on October 4, 2023, to assess available habitat for federally or state-protected species known or likely to occur in the Action Area.

Burns & McDonnell personnel also conducted presence/probable absence surveys for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) and tricolored bat (TCB) (*Perimyotis subflavus*) using acoustic methods from July 22 to July 26, 2024. The surveys followed the USFWS-approved *Rangewide Indiana Bat and Northern Long-eared Bat Survey Guidelines*. Both bat species were determined to be likely absent from the Action Area. (Note: negative

surveys for listed bats are only good for 5 years from completion. Should this project exceed this timeframe, another acoustic bat survey would be conducted.)

Additionally, on August 14, 2025, an NDOT-qualified biologist completed a bridge assessment to survey for bat activity. During the survey, no evidence of bat activity or use was observed. In addition, a bat survey was conducted on September 11, 2025 by a qualified biologist, at a culvert at 3rd Avenue and Marina Drive. During the survey, no evidence of bat activity was observed.

*Although the bat acoustic survey and bridge/structure assessment indicate absence of listed bat species, conservation conditions will still be implemented due to high quality habitat present and to be more conservative for the species. These additional conservation conditions for NLEB/TCB are listed in the OERCC.

DRAFT

Nebraska Federal and State Listed Species and Critical Habitat

E = Endangered	P = Proposed for Listing	XN = Experimental Population
T = Threatened	C = Candidate (no specific review required)	CH = Critical Habitat

Animals

American Burying Beetle (T)
 Black-footed Ferret (E)
 Blacknose Shiner (E)
 Eastern Black Rail (T)
 Eskimo Curlew (E)
 Finescale Dace (T)
 Gray Wolf (E)
 Interior Least Tern (E)
 Lake Sturgeon (T)
 Mountain Plover (T)
 Northern Long-Eared Bat (E)
 Northern Redbelly Dace (T)
 Pallid Sturgeon (E)
 Piping Plover (T)
 Salt Creek Tiger Beetle (E; CH)
 Scaleshell Mussel (E)
 Southern Flying Squirrel (T)
 Sturgeon Chub (E)
 Swift Fox (E)
 Thick-Billed Longspur (T)
 Timber Rattlesnake (T)
 Topeka Shiner (E; CH)
 Western Massasauga (T)
 Whooping Crane (E; CH)

Plants

American Ginseng (T)
 Blowout Penstemon (T)
 Colorado Butterfly Plant (T)
 Saltwort (E)
 Small White Lady's Slipper (T)
 Ute Ladies'-tresses (T)
 Western Prairie Fringed Orchid (T)

Species Information: <http://www.fws.gov/nebraskaes/species.php> and
<http://outdoornebraska.gov/naturalheritageprogram/#rangemaps>
Nature Serve: <http://www.natureserve.org>

STEP 1: RANGE AND OCCURRENCE EVALUATION

<u>Species</u>	Is the Project Action Area in the estimated range of the species as identified by the USFWS and NGPC ¹ ?	Are there Natural Heritage records within 5-miles of the Project Limits <u>in the last 30 years</u> ?
American Burying Beetle ²	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
American Ginseng	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Black-footed Ferret	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Blacknose Shiner	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Blowout Penstemon	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Colorado Butterfly Plant	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Eastern Black Rail	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Eskimo Curlew	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Finescale Dace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Gray Wolf	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Interior Least Tern ³	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Lake Sturgeon	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Mountain Plover	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Northern Long-Eared Bat	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Northern Redbelly Dace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Pallid Sturgeon ³	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Piping Plover ³	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<i>Rufa</i> Red Knot	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Salt Creek Tiger Beetle	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Salt Creek Tiger Beetle Critical Habitat	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	NA
Saltwort	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Scaleshell Mussel	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Small White Lady's Slipper	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Southern Flying Squirrel	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Sturgeon Chub	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Swift Fox	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Thick-Billed Longspur	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Timber Rattlesnake	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Topeka Shiner	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Topeka Shiner Critical Habitat	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	NA
Ute Ladies'-tresses	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Western Massasauga	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Western Prairie Fringed Orchid	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Whooping Crane³	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Whooping Crane Critical Habitat	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	NA

- 1 Species ranges can be found at: <https://cert.outdoornebraska.gov/content/map> AND/OR <http://outdoornebraska.gov/naturalheritageprogram/#rangemaps> AND <https://ecos.fws.gov/ipac/>.
- 2 American Burying Beetle (ABB) species range differs between USFWS and NGPC. Both species ranges will be reviewed, and the range question marked “yes” if action area is within either USFWS or NGPC species range for ABB.
- 3 This species is a Platte River Recovery Implementation Program Target Species for enhancing, restoring, and protecting habitat.

If the species is not identified in either column, then there is a “no effect” to the species from action. If any “yes” boxes are checked, carry these species to Step 2.

Does the Project Action Area occur directly adjacent to or on Federal or Tribal land?*

Yes No

***Federal and Tribal lands can be found at:** <https://apps.nationalmap.gov/viewer/> and http://news.legislature.ne.gov/lrd/files/2015/12/lrd_mow_2.pdf

If yes, the project Biological Evaluation documentation will be provided to the tribe and Bureau of Indian Affairs (BIA), or the Federal land managing agency regardless of the effect determination. This documentation will be provided concurrently with the resource agency submittals in May Affect situations. If a tribe, BIA, or Federal land managing agency does not concur with the effect determination or conservation conditions, then a consultation with all parties, including the resource agencies, shall occur.

Has a survey, Natural Heritage Database, or other source identified an occurrence within 1.0 mile of the Project Action Area, within the last 30 years?

Yes No

If yes, indirect effects of the activity will be analyzed below. Indirect effects may include but are not limited to hydrologic changes (ditching, diking, etc.). If any indirect effects are identified that are not captured elsewhere in the Matrix, then May Affect. (NDOT Environmental).

Indirect Effects Analysis

Within the last 30 years, pallid sturgeon and sturgeon chub have been documented within 1 mile of the project. The proposed bridge replacement is not expected to result in long-term indirect effects such as changes in land use, population density, or growth within the Action Area, and no other future state or private activities are reasonably certain to occur that would affect these species.

Bridge replacement can influence local hydraulics during high-flow events because changes to the bridge configuration (e.g., length, alignment, grade, and the number and location of piers/abutments within the floodplain) can alter the effective waterway and flow conveyance beneath the structure. These changes may affect how waters pass through the bridge opening and adjacent floodplain, which can result in localized changes in water-surface elevations both upstream and downstream during flood events. Any such changes would be evaluated through project hydraulic modeling and design. Conservation conditions and construction measures described in the IPLE are intended to avoid and minimize impacts on aquatic habitat and listed fish species.. Refer to the IPLE for further discussion on conservation conditions, bridge construction details, and anticipated impacts.

Will the project impact animal movements, such as by adding traffic capacity within occupied habitats, or will the project provide an opportunity to improve known existing habitat fragmentation conditions?

Yes No

If yes, the effects will be analyzed below.

Habitat Connectivity Analysis

Habitat fragmentation can be caused by human activity such as land conversion, vegetation clearing, and barriers that impede species movement. The Action Area includes extensive floodplain and WMA habitat on the east side of the Missouri River, where wildlife movement and passage opportunities already occur within and adjacent to the existing transportation corridor.

This project will replace the existing bridge with a longer bridge and shift the crossing alignment to the north. No significant long-term modification of the river channel is anticipated, and channel flow will be maintained during construction. The longer bridge will be achieved primarily by extending spans across the floodplain, not by adding additional piers within the river channel. The in-channel pier configuration will remain comparable to that of the existing bridge. While vegetation adjacent to N-51 and IA-175 will be cleared in some areas, extending the bridge across the floodplain will increase the area of open passage beneath the bridge and reduce the extent of roadway fill that would otherwise impact floodplain habitat. This increased openness will maintain existing passage conditions and may improve wildlife movement opportunities under the bridge relative to existing conditions. Following construction, portions of the existing roadway corridor will be removed or lowered

and revegetated where feasible based on final design and coordination with the Iowa Department of Natural Resources (WMA manager). Any areas converted back to vegetated cover would help restore habitat continuity.

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STEP 2: HABITAT EVALUATION

For each species checked above, complete the Yes/No questions to assist in scoping for the potential affects to the listed species. All the questions associated with a species need to be evaluated individually to determine Yes/No applicability (see below).

If ALL answers are “No” for the species or critical habitat below, then there is a “No Effect” to that particular species or critical habitat.

If ANY answer is “Yes” on this Habitat Evaluation worksheet, then carry the “Yes” species forward and proceed to the Step 3 – Federal or State Species Matrix for further effects guidance.

In rare situations, Unique Circumstances are present that justify a question be answered “No” where it would normally be checked “Yes.” In these situations, check the “Unique Circumstances” box by the species name and provide detailed reasoning for this conclusion in the box at the end of Step 2.

SPECIES			
American Burying Beetle			
	*Note to practitioner: The ABB is not included in the Matrix Process. Utilize the species-specific ABB programmatic agreement in development, or in the interim, utilize IPLE’s or the formal consultation process (see interim implementation guidance in PA appendix).		
American Ginseng			Unique Circumstances <input checked="" type="checkbox"/>
	Check which question applies:		
<input type="checkbox"/>	Based on a desktop survey, does the action area include mature deciduous forest along a river bluff?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<input type="checkbox"/>	Based on a field visit, does the action area include mature deciduous forest along a river bluff? <i>(include field visit information in the opening section of this form)</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Black-footed Ferret			Unique Circumstances <input type="checkbox"/>
	Does the action area include, in whole or in part, a prairie dog town or complex which is 1,000 acres or more in size? A complex consists of two or more neighboring prairie dog towns with the spacing between the adjacent neighboring town being less than 4.0 miles.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Blacknose Shiner			Unique Circumstances <input type="checkbox"/>
	Does the action area include a stream, connected backwater areas, and/or topographic floodplain?*	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Blowout Penstemon			Unique Circumstances <input type="checkbox"/>
	Check which question applies:		
<input type="checkbox"/>	Based on a desktop survey, does the action area include open areas of bare sand?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<input type="checkbox"/>	Based on a field visit, does the action area include open areas of bare sand? <i>(include field visit information in the opening section of this form)</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Colorado Butterfly Plant		Unique Circumstances <input type="checkbox"/>	
Check which question applies:			
<input type="checkbox"/>	Based on a desktop survey, does the action area include pasture, grassland, or hay land on floodplain and lower stream terraces along Lodgepole Creek?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<input type="checkbox"/>	Based on a field visit, does the action area include pasture, grassland, or hay land on floodplain and lower stream terraces along Lodgepole Creek? <i>(include field visit information in the opening section of this form)</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Eastern Black Rail		Unique Circumstances <input type="checkbox"/>	
	Does the action area contain dense or thick emergent vegetation with high vegetation density (interspersed) within 0.5 mile of the Harvard WPA as well as a mixture of new and residual growth?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Eskimo Curlew		Unique Circumstances <input type="checkbox"/>	
	Does the action area contain wet meadows, burned over prairies, or newly plowed fields?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Finescale Dace		Unique Circumstances <input type="checkbox"/>	
	Does the action area include a stream, connected backwater areas, and/or topographic floodplain?*	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Gray Wolf		Unique Circumstances <input type="checkbox"/>	
	Does the Heritage Database indicate known species occurrences within 5 miles of the in the last 30 years?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Interior Least Tern		Unique Circumstances <input type="checkbox"/>	
	Does the action area include un-vegetated or sparsely vegetated sand, shale, or gravel such as a beach, peninsula, or bar?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	Is the action area (noise and sight) within suitable habitat to include but not limited to a beach area, sand pits, peninsula, sand, shale, or gravel bar?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Lake Sturgeon		Unique Circumstances <input type="checkbox"/>	
	Is the action area within a large river system (i.e mainstem Missouri River, lower Platte, Elkhorn, or Niobrara rivers, or lower reach of their tributaries*)? *refer to the USFWS/NGPC construction timeframes for specific river reaches	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Mountain Plover		Unique Circumstances <input type="checkbox"/>	
	Does the action area contain heavily grazed/disturbed short grass prairies or areas with very little cover such as tilled cropland on gently rolling to level topography?	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Northern Long-Eared Bat			
	*Note to Practitioner: The NLEB is not included in the Matrix Process. Utilize the FHWA/USFWS Range-wide Programmatic Agreement and IPaC for NLEB review (see Nebraska Implementation Guidance Document for Northern Long-eared Bat appendix).		
Northern Redbelly Dace			Unique Circumstances <input type="checkbox"/>
	Does the action area include a stream, connected backwater areas, and/or topographic floodplain?*	Yes	No
		<input type="checkbox"/>	<input type="checkbox"/>
Pallid Sturgeon			Unique Circumstances <input type="checkbox"/>
	Is the action area within a large river system (i.e., mainstem Missouri River, lower Platte, Elkhorn, or Niobrara rivers, or lower reach of their tributaries*)? *refer to the USFWS/NGPC construction timeframes for specific river reaches	Yes	No
		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Piping Plover			Unique Circumstances <input type="checkbox"/>
	Does the action area include un-vegetated or sparsely vegetated sand, shale, or gravel such as a beach, peninsula, or bar?	Yes	No
		<input checked="" type="checkbox"/>	<input type="checkbox"/>
	is the action area (noise and sight) within suitable habitat to include but not limited to a beach area, sand pits, peninsula, sand, shale, or gravel bar?	Yes	No
		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Rufa Red Knot			Unique Circumstances <input type="checkbox"/>
	Does the action area contain open mud flats and/or mud and sandy shorelines free of vegetation?	Yes	No
		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Salt Creek Tiger Beetle			Unique Circumstances <input type="checkbox"/>
	Are saline wetlands and/or salt flats present within action area?	Yes	No
		<input type="checkbox"/>	<input type="checkbox"/>
Salt Creek Tiger Beetle (Critical Habitat)			Unique Circumstances <input type="checkbox"/>
	Does the action area include exposed mudflats associated with saline wetlands, or exposed banks and islands of streams and seeps that contain adequate soil moisture and soil salinity, and adjacent vegetated wetlands within the Little Salt, Rock, Oak or Haines Branch Creeks?	Yes	No
		<input type="checkbox"/>	<input type="checkbox"/>
Saltwort			Unique Circumstances <input type="checkbox"/>
	Are saline wetlands, salt flats, or saline soils present within the action area?	Yes	No
		<input type="checkbox"/>	<input type="checkbox"/>
Scaleshell Mussel			Unique Circumstances <input type="checkbox"/>
	Is the action area within the topographic floodplain of the Missouri Recreational River segment below Gavin's Point dam and the associated lower portion of tributaries in this area?	Yes	No
		<input type="checkbox"/>	<input type="checkbox"/>

Small White Lady's Slipper		Unique Circumstances <input type="checkbox"/>	
Check which question applies:			
<input type="checkbox"/>	Based on a desktop survey, does the action area include an undisturbed native, sub-irrigated wet meadow or wet ditches adjacent to undisturbed wet meadows?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<input type="checkbox"/>	Based on a field visit, does the action area include an undisturbed native, sub-irrigated wet meadow or wet ditches adjacent to undisturbed wet meadows? (<i>include field visit information in the opening section of this form</i>)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Southern Flying Squirrel		Unique Circumstances <input type="checkbox"/>	
Is the action area within or adjacent to a mature deciduous woodland with mast producing trees including walnut, hickory, or oak component?		Yes <input type="checkbox"/>	No <input type="checkbox"/>
Sturgeon Chub		Unique Circumstances <input type="checkbox"/>	
Is the action area within a large river system (i.e., mainstem Missouri River, lower Platte, Elkhorn, or Niobrara rivers, or lower reach of their tributaries*)? *refer to the USFWS/NGPC construction timeframes for specific river reaches		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Swift Fox		Unique Circumstances <input type="checkbox"/>	
Does the action area include connected suitable habitat that contains vegetation <6 inches in height, including gently rolling to level intact upland grasslands and field borders that are outside of densely populated residential, commercial, industrial areas?		Yes <input type="checkbox"/>	No <input type="checkbox"/>
Thick-Billed Longspur		Unique Circumstances <input type="checkbox"/>	
Does the action area include heavily grazed/disturbed short grass prairie, prairie dog towns, or areas with very little cover, such as tilled cropland on gently rolling to level topography?		Yes <input type="checkbox"/>	No <input type="checkbox"/>
Timber Rattlesnake		Unique Circumstances <input type="checkbox"/>	
Check which question applies:			
<input type="checkbox"/>	Based on a desktop survey, does the action area include mature forest and limestone or sandstone rocky outcrops, or large rubble, down trees, logs or slash piles?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<input type="checkbox"/>	Based on a field visit, does the action area include mature forest and limestone or sandstone rocky outcrops, or large rubble, down trees, logs or slash piles? (<i>include field visit information in the opening section of this form</i>)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Is the action area within 1.5-miles of a known den or occurrence site, according to records in the Nebraska Natural Heritage Database?		Yes <input type="checkbox"/>	No <input type="checkbox"/>
Topeka Shiner		Unique Circumstances <input type="checkbox"/>	
Is the action area within a stream, connected backwater areas and/or floodplain?		Yes <input type="checkbox"/>	No <input type="checkbox"/>

Topeka Shiner (Critical Habitat)		Unique Circumstances <input type="checkbox"/>	
	Does action area include intermittent or perennial, small, low order, prairie streams with good clear water quality, relatively cool temperatures, and low fish diversity within the Taylor Creek drainage?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Ute Ladies'-tresses		Unique Circumstances <input type="checkbox"/>	
<input type="checkbox"/>	Based on a desktop survey, does the action area include wet meadow on floodplain and lower stream terraces along the Niobrara River?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<input type="checkbox"/>	Based on a field visit, does the action area include wet meadow on floodplain and lower stream terraces along the Niobrara River? <i>(include field visit information in the opening section of this form)</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Western Massasauga		Unique Circumstances <input type="checkbox"/>	
	Check which question applies:		
<input type="checkbox"/>	Based on a desktop survey, does the action area within a wet site (including, but not limited to wetlands, ditches, and floodplains) characterized by the presence herbaceous wetland vegetation OR an upland grassland habitat adjacent to said wet site?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<input type="checkbox"/>	Based on a field visit, does the action area include a wet site (including, but not limited to wetlands, ditches, and floodplains) characterized by the presence herbaceous wetland vegetation and crayfish burrows OR an upland grassland habitat adjacent to said wet site? <i>(include field visit information in the opening section of this form)</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Western Prairie Fringed Orchid		Unique Circumstances <input type="checkbox"/>	
<input type="checkbox"/>	Based on a desktop survey, does the action area have no history of cropping and include undisturbed wet mesic prairie and sedge meadows in alluvial soils of river floodplains or sandy soils of subirrigated meadows and prairie swales?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<input type="checkbox"/>	Based on a field visit, does the action area have no history of cropping and include undisturbed wet mesic prairie and sedge meadows in alluvial soils of river floodplains or sandy soils of subirrigated meadows and prairie swales? <i>(include field visit information in the opening section of this form)</i>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Whooping Crane		Unique Circumstances <input type="checkbox"/>	
	Is the action area: <ul style="list-style-type: none"> • outside of densely populated residential, commercial, or industrial areas and... • does it include suitable habitat, such as sub-irrigated grasslands, meadows, shallow wetland habitat, farm ponds, or major rivers? 	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Whooping Crane (Critical Habitat)		Unique Circumstances <input type="checkbox"/>	
	Does the action area include wide, open river channel with shallow sand and gravel bars with nearby bottomland areas, including wet meadows, that are isolated and provide protection from disturbance within the 56-mile-long by 3-mile-wide reach of the Platte River from the Lexington, Nebraska bridge to near Denman, Nebraska?	Yes <input type="checkbox"/>	No <input type="checkbox"/>

*The topographic floodplain for this project is identified on the attached map.

Describe Unique Circumstances here, if applicable:

American Ginseng: This project is within the Nebraska Game and Parks Commission range for American Ginseng, which is only state listed as threatened in Nebraska. No suitable habitat for this species occurs on the west side of the Missouri River in the Action Area. Mature wooded habitat is limited, and no bluffs are present. While mature wooded areas along the Missouri River are more extensive on the east side of the river in the Action Area, no bluffs are present. Although some suitable habitat may be present elsewhere in the Action Area, no river bluffs occur adjacent to the project alignment. Farther away from the Missouri River in both Nebraska and Iowa, agricultural fields dominate the Action Area. No suitable habitat is present where this species is listed, and surveys would not be necessary. Therefore, the suitable habitat question in section 2 of this SEP was marked "No."

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Federal Species Matrix

Sources of Impacts	Within Project	Eskimo Curlew	Pallid Sturgeon	Piping Plover	Rufa Red Knot
Bank Stabilization	X	NE	MA	MA	NLAA
Barge Staging	X	NE	NLAA CC ¹	NLAA CC ³	NLAA
Bridge Deck Replacement	X	NE	NLAA CC ⁴	NLAA CC ^{1,2,3}	NLAA
Bridge Painting	X	NE	NLAA CC ⁴	NLAA CC ^{1,2}	NLAA
Bridge Rail Repair/Replacement	X	NE	NLAA CC ⁴	NLAA CC ^{1,2}	NE
Bridge Substructure New, Replacement, or Repair - Perennial	X	NE	MA	NLAA CC ^{1,2}	NLAA
Bridge Superstructure New, Replacement, or Repair - Perennial	X	NE	NLAA CC ⁴	NLAA CC ^{1,2}	NLAA
Channel Grade Stabilization Structures	X	NE	MA	NLAA CC ^{1,2}	NLAA
Clearing and Grubbing - Non-woody Vegetation	X	NE	NLAA CC ⁷	NLAA CC ^{1,2}	NLAA
Clearing and Grubbing - Trees & Shrubs	X	NE	NLAA CC ⁷	NLAA CC ^{1,2}	NLAA
Cofferdams	X	NE	NLAA CC ¹	NLAA CC ^{1,2}	NLAA
Concrete Pavement Repair	X	NE	NE	NLAA CC ^{1,2}	NLAA
Crack Sealing and Joint Sealing	X	NE	NE	NE	NLAA
Culvert New, Replacement, Extension, Repair - Ephemeral	X	NE	NE	NLAA CC ^{1,2}	NLAA
Culvert New, Replacement, Extension, Repair - Perennial	X	NE	MA	NLAA CC ^{1,2}	NLAA
Curb & Gutter	X	NE	NE	NE	NLAA
De-watering	X	NE	NLAA CC ⁵	NLAA CC ^{1,2}	NLAA
Drilled Shafts	X	NE	NLAA CC ^{3,5}	NLAA CC ^{1,2}	NLAA
Earth Shoulder Construction	X	NE	NE	NE	NLAA
Erosion Control - Barriers	X	NE	NE	NLAA CC ^{1,2}	NLAA
Erosion Control - Erosion Checks	X	NE	NE	NLAA CC ^{1,2}	NLAA
Erosion Control - Inlet/Outlet Protection	X	NE	NE	NLAA CC ^{1,2}	NLAA
Erosion Control - Mulching	X	NE	NE	NLAA CC ^{1,2,4}	NLAA
Erosion Control - Rolled Erosion Control	X	NE	NE	NLAA CC ^{1,2}	NLAA
Erosion Control - Slope Interruption	X	NE	NE	NLAA CC ^{1,2}	NLAA
Erosion Control - Vegetation	X	NE	NE	NLAA CC ^{1,2,4}	NLAA
Grading Within the Hinge Point	X	NE	NE	NE	NLAA
Grading Outside the Hinge Point	X	NE	NLAA CC ⁷ or MA*	NLAA CC ^{1,2}	NLAA
Guardrail Repair, Replacement, or Installation with Soil Disturbance	X	NE	NE	NLAA CC ^{1,2}	NLAA
Lighting, Traffic and Pedestrian Signals, Dynamic Message Signs w/ soil disturbance	X	NE	NE	NLAA CC ^{1,2}	NLAA
Milling and/or In-place Recycling	X	NE	NE	NE	NE

Federal Species Matrix

Sources of Impacts	Within Project	Eskimo Curlew	Pallid Sturgeon	Piping Plover	Rufa Red Knot
Nighttime work with Lights	X	NE	NE	NLAA CC ⁵	NLAA
Pavement Removal	X	NE	NE	NLAA CC ^{1,2}	NLAA
Paving	X	NE	NE	NE	NE
Piers	X	NE	NLAA CC ^{1,7}	NLAA CC ^{1,2}	NLAA
Pile Driving - Impact	X	NE	NLAA CC ¹	NLAA CC ^{1,2}	NLAA
Pile Driving - Vibratory	X	NE	NLAA CC ¹	NLAA CC ^{1,2}	NLAA
Pre-watering	X	NE	MA	NLAA CC ^{1,2}	NLAA
Removal of Structures and Obstructions	X	NE	NLAA CC ^{6,7}	NLAA CC ^{1,2}	NLAA
Resurfacing-Fog/Slurry Seal, Armor Coat/Chip Seal	X	NE	NE	NE	NE
Retaining Walls (NOT IN Water/Wetlands)	X	NE	NE	NLAA CC ^{1,2}	NLAA
Rock or Gravel Surfacing	X	NE	NE	NE	NE
Sidewalks and Bikeways	X	NE	NE	NE	NLAA
Signs with Soil Disturbance	X	NE	NE	NLAA CC ^{1,2}	NLAA
Stream Channel Impact, Ephemeral	X	NE	NE	NLAA CC ^{1,2}	NLAA
Stream Channel Impact, Perennial	X	NE	MA	NLAA CC ^{1,2}	NLAA
Temporary Crossing, Causeway, Work Platform	X	NE	NLAA CC ^{1,5,6}	NLAA CC ^{1,2}	NLAA
Underground Utility Conduit Installation	X	NE	NE	NLAA CC ^{1,2}	NLAA
Activities not included in the Matrix					
Blasting*	X	MA	MA	MA	MA

* For these activities, a **May Affect** determination was selected as there is suitable habitat located adjacent to the activity and/or requires further evaluation in the IPLE

State Species Matrix

Sources of Impacts	Within Project	Lake Sturgeon	Sturgeon Chub
Bank Stabilization	X	MA	MA
Barge Staging	X	NLAA CC ¹	NLAA CC ¹
Bridge Deck Replacement	X	NLAA CC ⁴	NLAA CC ⁴
Bridge Painting	X	NLAA CC ⁴	NLAA CC ⁴
Bridge Rail Repair/Replacement	X	NLAA CC ⁴	NLAA CC ⁴
Bridge Substructure New, Replacement, or Repair - Perennial	X	MA	MA
Bridge Superstructure New, Replacement, or Repair - Perennial	X	NLAA CC ⁴	NLAA CC ⁴
Channel Grade Stabilization Structures	X	MA	MA
Clearing and Grubbing - Non-woody Vegetation	X	NLAA CC ⁷	NLAA CC ⁷
Clearing and Grubbing - Trees & Shrubs	X	NLAA CC ⁷	NLAA CC ⁷
Cofferdams	X	NLAA CC ¹	NLAA CC ¹
Concrete Pavement Repair	X	NE	NE
Crack Sealing and Joint Sealing	X	NE	NE
Culvert New, Replacement, Extension, Repair - Ephemeral	X	NE	NE
Culvert New, Replacement, Extension, Repair - Perennial	X	MA	MA
Curb & Gutter	X	NE	NE
De-watering	X	NLAA CC ⁵	NLAA CC ⁵
Drilled Shafts	X	NLAA CC ^{3,5}	NLAA CC ^{3,5}
Earth Shoulder Construction	X	NE	NE
Erosion Control - Barriers	X	NE	NE
Erosion Control - Erosion Checks	X	NE	NE
Erosion Control - Inlet/Outlet Protection	X	NE	NE
Erosion Control - Mulching	X	NE	NE
Erosion Control - Rolled Erosion Control	X	NE	NE
Erosion Control - Slope Interuption	X	NE	NE
Erosion Control - Vegetation	X	NE	NE
Grading Within the Hinge Point	X	NE	NE
Grading Outside the Hinge Point	X	NLAA CC ⁷ or MA*	NLAA CC ⁷ or MA*
Guardrail Repair, Replacement, or Installation with Soil Disturbance	X	NE	NE
Lighting, Traffic and Pedestrian Signals, Dynamic Message Signs w/ soil disturbance	X	NE	NE
Milling and/or In-place Recycling	X	NE	NE
Nighttime work with Lights	X	NE	NE

State Species Matrix

Sources of Impacts	Within Project	Lake Sturgeon	Sturgeon Chub
Pavement Removal	X	NE	NE
Paving	X	NE	NE
Piers	X	NLAA CC ^{1,7}	NLAA CC ^{1,7}
Pile Driving - Impact	X	NLAA CC ¹	NLAA CC ¹
Pile Driving - Vibratory	X	NLAA CC ¹	NLAA CC ¹
Pre-watering	X	MA	MA
Removal of Structures and Obstructions	X	NLAA CC ^{6,7}	NLAA CC ^{6,7}
Resurfacing-Fog/Slurry Seal, Armor Coat/Chip Seal	X	NE	NE
Retaining Walls (NOT IN Water/Wetlands)	X	NE	NE
Rock or Gravel Surfacing	X	NE	NE
Sidewalks and Bikeways	X	NE	NE
Signs with Soil Disturbance	X	NE	NE
Stream Channel Impact, Ephemeral	X	NE	NE
Stream Channel Impact, Perennial	X	MA	MA
Temporary Crossing, Causeway, Work Platform	X	NLAA CC ^{1,5,6}	NLAA CC ^{1,5,6}
Underground Utility Conduit Installation	X	NE	NE
Activities not included in the Matrix			
Blasting*	X	MA	MA

* For these activities, a **May Affect** determination was selected as there is suitable habitat located adjacent to the activity and/or requires further evaluation in the IPLE

Individual Project Level Evaluation

Project Name: Decatur Bridge
Federal-aid number: STP-51-7(109)
Control Number: 32395

DRAFT

This Individual Project Level Evaluation, in association with the completed Habitat Evaluation Form, the Matrix and associated conservation conditions, the Overview of Effects and Required Conservation Conditions sheet, and the associated appendices constitutes the complete Biological Assessment documentation for the above-referenced project.

1. SPECIES TO BE EVALUATED INDIVIDUALLY

Note, these are the species to be evaluated in-depth, separate from the evaluation completed for the remaining state and federally listed species documented through the Habitat Assessment form and Matrix.

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u>
Eskimo Curlew	<i>Numenius borealis</i>	FE, SE ⁿ
Lake Sturgeon	<i>Acipenser fulvescens</i>	SE ⁱ , ST ⁿ
Monarch butterfly	<i>Danaus plexippus</i>	PT
Pallid Sturgeon	<i>Scaphirhynchus albus</i>	FE, SE ⁱ , SE ⁿ
Piping Plover	<i>Charadrius melodus</i>	FT, SE ⁱ , ST ⁿ
Rufa Red Knot	<i>Calidris canutus rufa</i>	FT, ST ⁿ
Sturgeon Chub	<i>Macrhybopsis gelida</i>	SE ⁿ
Suckley's Cuckoo Bumble Bee	<i>Bombus suckleyi</i>	PE
Western Regal Fritillary	<i>Argynnis idalia occidentalis</i>	PT

Notes:

FE	Federally endangered
FT	Federally threatened
PT	Proposed for federal listing as threatened
PE	Proposed for federal listing as endangered
SE ⁱ	State endangered Iowa
SE ⁿ	State endangered Nebraska
ST ⁱ	State threatened Iowa
ST ⁿ	State threatened Nebraska

2. SPECIES EVALUATION

Eskimo Curlew (*Numenius borealis*)

Life History Information

The Eskimo Curlew is a medium-sized curlew, belonging to the family Scolopacidae. It is characterized by its long, decurved bill and mottled brown plumage, which provides camouflage in its tundra habitat. Adults typically measure about 30-35 cm in length (Wells and Lepage, 2012).

The breeding habitat of the Eskimo Curlew was primarily the lowland tundra regions of Canada's Northwest Territories and Nunavut. The environment is characterized by cold temperatures, short summers, and prolonged daylight during the breeding season. This habitat supports a variety of grasses and sedges, which are crucial for nesting material and cover. The curlews' breeding strategy involves laying a clutch of about four eggs, with both parents participating in the incubation process. Chicks are precocial and leave the nest soon after hatching, though they remain dependent on parental guidance and protection from Arctic predators (Wells and Lepage, 2012)

Eskimo Curlews undertake one of the longest migration routes of any bird, traveling from the Canadian Arctic to the southern tip of South America. Historically, they migrated through the Great Plains of North America, where they fed extensively on their principal food source of Rocky Mountain grasshoppers. The birds mainly fed on insects, marine invertebrates, and berries during migration (Gill et al., 1998)

The Eskimo Curlew's population began to decline drastically in the late 19th and early 20th centuries, primarily due to overhunting, habitat loss, and possibly the eradication of the Rocky Mountain Grasshopper (Gill et al., 1998). The species is listed as Critically Endangered and possibly extinct by the IUCN (BirdLife International, 2021). The last confirmed sightings were in the 1960s, but there have some unconfirmed reports occasionally since then. Due to the rarity of potential sightings, it is likely that species is extinct, but if not, the population is very small numbers (BirdLife International, 2021; USFWS, 2016a).

Survey History

The Nebraska Natural Heritage Database does not show any records for Eskimo Curlew. The last accepted sighting of Eskimo Curlew in the United States was in 1962 in Galveston, Texas.

Habitat Evaluation and Suitability

The Eskimo Curlew historically liked highly disturbed areas such as parts of prairies burned from fires and disturbed areas along rivers and lake banks where bison herds had been romping and roaming around. Within the action area fields that are plowed could offer suitable habitat for Eskimo Curlew. The species could have also utilized grasslands for foraging. However, the species is not considered to be within Nebraska any longer.

Analysis and Determination of Effects

Since the Eskimo Curlew is not expected to occur in Nebraska or Iowa, the Matrix identifies that all activities will have “**No effect**” on the species. This project also includes the activity *Blasting (Explosives)*. This activity is not included or defined within the Matrix and therefore the activity is being evaluated in this IPLE. *Blasting (Explosives)* is defined as the use of controlled explosives for demolition of structures. Since the Eskimo Curlew is unlikely to be within the Action Area, *Blasting* will not impact this species.

Indirect Effects

This project is not anticipated to result in any indirect effects on the Eskimo Curlew. Replacement of the existing bridge and associated work is not anticipated to result in any change in habitat or habitat suitability. All impacts will be temporary while work is occurring and effects later in time are not expected to occur.

Determination

Therefore, because the Eskimo Curlew is not expected to occur within the action area, the project will have “**No Effect**” on Eskimo Curlew or its habitat.

Pallid Sturgeon (*Scaphirhynchus albus*), **Lake Sturgeon** (*Acipenser fulvescens*), and **Sturgeon Chub** (*Macrhybopsis gelida*)

Due to similarities in habitat utilization and life history traits, the pallid sturgeon, lake sturgeon, and sturgeon chub will be evaluated concurrently.

Pallid Sturgeon Life History Information

The pallid sturgeon is a large river-obligate fish species inhabiting the Missouri and Mississippi Rivers and some tributaries from Montana to Louisiana. The pallid sturgeon is also known to intermittently occupy large tributary streams that may provide areas for fish spawning, nursery or refuge habitat, and foraging. Information on the pallid sturgeon’s life cycle, including feeding, habitat preferences, and recruitment, has greatly increased over the last two decades of intensive monitoring and research. Pallid sturgeon are generally bottom feeders, skimming the sandy reaches of rivers and streams. As opportunistic feeders, juvenile pallid sturgeon generally feed on aquatic insects, while the adults feed primarily on small fish. Pallid sturgeon can live up to 80 years or more (USFWS, 2014, 2025a, 2025b).

When pallid sturgeon are ready to spawn, they can migrate over 100 miles. Females usually spawn every 2 to 3 years, while males spawn almost every year after reaching maturity. Males mature at about 5 to 10 years old, while females do not mature until about 15 to 20 years old. (USFWS, 2025a, 2025b). Development includes a planktonic larval stage followed by rapid growth during the first several years. Spawning is believed to occur over coarse, hard, or sand substrates; however, sand is believed to be a crucial habitat feature for spawning activities. Development of their eggs requires a coarse or hard substrate for the eggs to adhere to, where they develop for 5 to 8 days. After the eggs hatch, the larvae are predominantly pelagic, drifting downstream for 11 to 17 days, depending on water temperature, before settling into nursery habitats.

Spawning appears to occur between March and July; generally, earlier in southern latitudes than those in the northern portion of the range (USFWS, 2025a). In the Lower Missouri River, pallid sturgeon are known to spawn from late April through May (USGS, 2016). It is believed that the recent lack of reproductive success in the Lower Missouri River is due to overall changes in the in-river morphology and the low survival rate of larvae during their drift phase. Pallid sturgeon populations have experienced a dramatic decline throughout their range since the mid- to late-1960s. Nearly all the historical habitat supporting the species, including the Missouri River, has been modified through channelization and construction of impoundments causing changes in water flow. These changes have blocked movements, destroyed or altered areas critical for all life stages, reduced forage opportunities, and altered the environmental conditions necessary for

survival. To prevent further extirpation, the Pallid Sturgeon Conservation Augmentation Program (PSCAP) was established and has demonstrated success in maintaining the species' presence within the Missouri River basin. However, if supplementation efforts were to cease, the species would once again face local extirpation within several reaches (USFWS, 2014). Research efforts primarily focus on increasing pallid sturgeon populations through stocking to reconstruct an optimal population size (Krentz, 1997). From 1992 to 2023, approximately 631,335 pallid sturgeon were stocked in the Missouri River system downstream of Gavins Point Dam in Yankton, South Dakota.

The U.S. Army Corps of Engineers (USACE), through the Missouri River Recovery Program, conduct pallid sturgeon population sampling within the Lower Missouri River as a product of the USFWS issuing the USACE *Biological Opinion on the Operation of the Missouri River Main Stem Reservoir System, Operation and Maintenance of the Missouri Riverbank Stabilization and Navigation Project, and Operation of the Kansas River Reservoir System* in 2000, with an amendment issued in 2003, and revised in 2018. One of the recommendations of the Biological Opinion was the development of the Pallid Sturgeon Population Assessment Program (PSPAP).

Pallid Sturgeon Survey History

According to data provided by the Nebraska Game and Parks Commission (NGPC, 2025a), numerous pallid sturgeon capture records are documented within the Action Area. The records extend both upstream and downstream of the Decatur Bridge (S051 03644) within the Tieville Bend and Upper Decatur Bend. The closest record is approximately 940 feet north of the Decatur Bridge. Of the 41 captures recorded between 2007 and 2023, 29 were hatchery, 8 were wild, and 4 were of unknown origin.

Pallid Sturgeon Habitat Evaluation and Suitability

As documented by the Nebraska Natural Heritage Program range map, the project limits are within the designated range of the pallid sturgeon (NGPC, 2011). As noted above, 41 pallid sturgeon captures have been recorded within the Action Area, with the closest capture being approximately 940 feet north of the existing bridge. The proximity and frequency of these records indicate that pallid sturgeon regularly move through the Action Area, and the close proximity of documented captures further indicates they may use the river reach immediately adjacent to the Project.

During a field survey conducted on October 4, 2023, the Missouri River habitat was evaluated for pallid sturgeon suitability. Within the Action Area, the Missouri River maintains a fast, free-flowing current over sandy to gravelly substrates typical of large-river habitats supporting pallid sturgeon migration and foraging. These conditions are consistent with habitat known to support pallid sturgeon during the non-spawning life stages. Based on the documented capture records and field-observed habitat characteristics, suitable pallid sturgeon habitat is present within the Action Area.

Lake Sturgeon Life History Information

The lake sturgeon is one of the largest freshwater fish in North America. Typically, adult lake sturgeon are about 4 to 6 feet long, weigh 30 to 80 pounds, and live to be 50 to 100 years old. The largest and oldest lake sturgeon grew to about 7 feet long, weighed 200 to 300 pounds, and lived 150 years. The lake sturgeon is a prehistoric species with a shark-like tail and a bony plate-armored covering. Lake sturgeon are widely distributed across the eastern and central United States and Canada. Contrary to its name, lake sturgeon can thrive in both lakes and rivers. Lake sturgeon often migrate back to the same river area where they were born to spawn. Lake sturgeon do not reproduce until they are 10 to 30 years old and spawn intermittently (USFWS, 2025c).

This migratory species moves between lakes and large river systems. Information on lake sturgeon's life cycle including feeding, habitat preferences, and recruitment is limited. They require shallow water to find food along lake and river bottoms. Their diet includes insect larvae, snails, mussels, and small fish. Lake sturgeon grow slowly, mature later, and spawn irregularly. Lake sturgeon are thought to migrate long distances upstream to natal areas in search of spawning grounds (Becker, 1983). However, these migrations are often prevented by natural barriers and human alterations of lake and river systems. Spawning usually occurs along the outer bend of rivers between April and early June. The development of their eggs requires gravel or rocks for the eggs to adhere to until hatching. Spawning areas are impacted by erosion, sedimentation, and discharges that influence river water quality. However, no natural reproduction has been documented in the Missouri River in Nebraska (NGPC, 2025b).

Lake sturgeon are found in the Great Lakes, Hudson Bay, and large river systems, including the Mississippi River basin and the Missouri River. However, they are uncommon in the Missouri River bordering Nebraska and Iowa. The current status of lake sturgeon throughout the Mississippi basin is considered scarce and modern population assessment studies and information on population changes are not readily available. Currently, the lake sturgeon is among the rarest sturgeon species captured in the Missouri River along Nebraska's eastern border (NGPC, 2022). Like the pallid sturgeon, lake sturgeon populations are negatively impacted by river channelization, construction of impoundments, and related changes in water flow. Dam construction along their natural migration pathways has contributed to the decline of their habitat and historical range.

While dams continue to pose a threat to lake sturgeon across their range by reducing access to spawning and nursery habitat, significant efforts have been undertaken to restore populations by removing dams, installing fish passage structures, regulating water releases, restoring habitat, and stocking. Stocking efforts have successfully reestablished lake sturgeon in areas where they were formerly extirpated, including the Genesee River (New York), St. Louis River (Minnesota and Wisconsin), Red River of the North (Minnesota and North Dakota), Tennessee and Cumberland Rivers (Alabama, Kentucky, Mississippi, North Carolina, and Tennessee), Middle Mississippi River (Missouri), and Coosa River (Alabama and Georgia), as well as bolstering many existing populations across the species' range (USFWS, 2025c).

Lake Sturgeon Survey History

The Nebraska Natural Heritage Database does not show any records for Lake Sturgeon within 5 miles. NDOT and Iowa DOT have not conducted any surveys for lake sturgeon within the Action Area.

Lake Sturgeon Habitat Evaluation and Suitability

As documented by the Nebraska Natural Heritage Program range map, the project limits are within the designated range of the lake sturgeon (NGPC, 2011). The project is over the Missouri River, which provides large-river habitat that could support lake sturgeon for migration and foraging.

During a field survey conducted on October 4, 2023, the Missouri River habitat was evaluated for lake sturgeon suitability. Within the Action Area, the Missouri River maintains a fast, free-flowing current over sandy to gravelly substrates typical of large-river habitats supporting lake sturgeon migration and foraging. These habitat conditions are consistent with those known to support lake sturgeon during non-spawning life stages. Based on the project's location on the Missouri River and the field-observed habitat characteristics, suitable habitat for lake sturgeon is present within the Action Area.

Sturgeon Chub Life History Information

The sturgeon chub is a small minnow species native to the Missouri River basin and Mississippi River. In Nebraska, it is found in the Missouri River and lower portions of the Platte River. They are found in fast, free-flowing rivers with highly turbid water where low visibility conditions help protect them from predators. Individuals reach sexual maturity at approximately 2 years of age, with a life span of up to 4 years of age, although most do not survive past 2 years (Rahel and Thel, 2004; NGPC, 2025c). Sturgeon chub primarily eat invertebrates, including aquatic insects and benthic organisms. The species requires gravel riffles and runs in turbid running water for their life history requirements (Werdon, 1993). Information on spawning habitat for sturgeon chub is limited, although it is thought to spawn from May through August. Fertilized sturgeon chub eggs are slightly heavier than water and typically drift in the river current for several days as they develop. Dams and other river impoundments can impede the movement and development of sturgeon chub eggs (MDC, 2025).

Sturgeon chub are known to intermittently occupy tributary streams. In Nebraska, the historic range of sturgeon chub included the Missouri, Platte, and Loup rivers. The species remains present in the Missouri River along the eastern border of Nebraska, but its abundance appears to be low. Like the pallid sturgeon and lake sturgeon, sturgeon chub populations are negatively impacted by river channelization, construction of impoundments, and related changes in water flow. Flow alterations from dams, diversions, and irrigation operations threaten the spawning of sturgeon chub (Rinne et al., 2005). Additionally, dams slow water movement downstream, contributing to siltation and

preventing the scouring needed to maintain the desired gravel and rocky substrates (NGPC, 2025c).

Sturgeon Chub Survey History

NDOT and Iowa DOT have not conducted species-specific surveys for sturgeon chub within the Action Area. According to the Nebraska Natural Heritage Database, there are records of sturgeon chub within 1 mile of the project.

From 1994 to 1999, trap nets were used to sample the Missouri River in Nebraska, and 2 sturgeon chub were identified among 32,650 fish collected. The same study area was sampled again with a bottom trawl in 1996, capturing nine sturgeon chub (USFWS, 2001).

Sturgeon Chub Habitat Evaluation and Suitability

As documented by the Nebraska Natural Heritage Program range map, the project limits are within the designated range of the sturgeon chub (NGPC, 2011). During a field survey conducted on October 4, 2023, Missouri River habitat was evaluated for sturgeon chub suitability. Sturgeon chub are typically associated with large, turbid rivers and are known to use areas with flowing water and sandy to gravelly substrates for movement and foraging. Within the Action Area, the Missouri River is characterized by fast, free-flowing, turbid water with low visibility and a predominantly sandy to gravelly substrate. These habitat conditions are consistent with those used by sturgeon chub, particularly during non-spawning life stages. Although survey history indicates sturgeon chub occur in low abundance in sampled portions of the Missouri River, it indicates that suitable habitat is within the Action Area. Based on the project's location within the species' designated range and the field-observed habitat characteristics, suitable habitat for sturgeon chub is present within the Action Area.

Pallid Sturgeon, Lake Sturgeon, and Sturgeon Chub Analysis and Determination of Effects

Project Activities

The Matrix of Effects Table identified the following 16 activities as **“May Affect, Not Likely to Adversely Affect”** pallid sturgeon (PS), lake sturgeon (LS), and sturgeon chub (SC) with the implementation of conservation conditions PS/LS/SC-1, PS/LS/SC-3, PS/LS/SC-4, PS/LS/SC-5, PS/LS/SC-6, and PS/LS/SC-7: *Barge Staging; Bridge Deck Replacement; Bridge Painting; Bridge Rail Repair/Replacement; Bridge Superstructure New, Replacement, or Repair – Ephemeral; Bridge Superstructure New, Replacement, or Repair – Perennial; Clearing and Grubbing – Non-woody Vegetation; Clearing and Grubbing – Trees & Shrubs; Cofferdams; De-watering; Drilled Shafts; Piers; Pile Driving – Impact; Pile Driving – Vibratory; Removal of Structures and Obstructions; and Temporary Crossing, Causeway, Work Platform.*

The Matrix identified a “**May Affect**” determination for the PS, LS, and SC for the following activities: *Bank Stabilization; Bridge Substructure New, Replacement, or Repair – Perennial; Channel Grade Stabilization Structures; Culvert New, Replacement, Extension, Repair – Perennial; Grading Outside the Hinge Point; and Pre-watering.*

This project also includes the activity *Blasting (Explosives)*. This activity is not included or defined within the Matrix, and therefore, the activity is being evaluated in this IPLE.

Matrix Identified May Affect, not Likely to Adversely Affect Activities that Warrant Further Discussion

As noted above, 16 activities were identified in the Matrix of Effects Table as “**May Affect, Not Likely to Adversely Affect,**” providing that certain conservation conditions are implemented. However, some of the identified conservation conditions may not be applicable, require modification, or there is a unique circumstance for an activity that warrants further discussion.

Temporary Crossing, Causeway, Work Platform

Through the matrix of effects, the activity Temporary Crossing, causeway, Work Platform is covered via the conservation conditions PS/LS/SC-1, 5, and 6. However, PS/LS/SC-6 has been modified. The original intent of the conservation condition has not been altered, but was modified to clarify that work, excluding vibratory or impact driving, is allowed within the cofferdam during the spawning season. It also clarifies the use of barges during the spawning period (See Section 3). Additionally, since the contractor will design the temporary bridge at a later date, NDOT will share the temporary bridge plans with the USFWS and NGPC at least 30 days before construction is anticipated to start. Therefore, NDOT has created the custom conservation condition PS/LS/SC-A. Further, the temporary bridge will be fully removed from the channel once work is completed on the project, following general conditions of a Section 404 permit, which states “temporary structures must be removed, to the maximum extent practicable, after their use has been discontinued. Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations.” Therefore, the temporary bridge will not cause any long-term modifications in the channel. Therefore, *Temporary Crossing, Causeway, Work Platform* “**May Affect, Not Likely to Adversely Affect**” the PS, LS, and SC with the implementation of conservation conditions PS/LS/SC-1, modified PS/LS/SC-6, PS/LS/SC-5, and PS/LS/SC-A.

Bridge Deck Replacement, Bridge Painting, Bridge rail Repair / Replacement, and Bridge Superstructure New, Replacement, or Repair – perennial

Through the matrix of effects, the activity *Bridge Deck Replacement, Bridge Painting, Bridge rail Repair / Replacement, and Bridge Superstructure New, Replacement, or Repair – perennial* “**May Affect, Not Likely to Adversely Affect**” PS/LS/SC with the implementation of the conservation condition PS/LS/SC – 4. PS/LS/SC -4 states “Bridge debris will be captured and/or contained.” However, for the activity *Removal of Structures*

and Obstructions, the bridge is required to be dropped into the channel to be removed which is conflicting with PS/LS/SC – 4 (Further discussion of Removal of Structures and Obstructions occurs in the following paragraph). Therefore, a custom conservation condition, PS/LS/SC-B, has been developed to clarify where bridge debris will need to be captured and/or contained. PS/LS/SC-B states that “During all phases of the bridge removal that do not involve dropping the bridge into the channel, such as the removal of the bridge deck and rails, all debris will be captured and/or contained. During phases of bridge removal that include dropping the bridge into the channel, all materials will be removed from the channel as promptly as feasible. The dropping and removal of the bridge from the channel will not occur between March 1 and July 31”. This conservation condition maintains the intent of PS/LS/ SC – 4. Therefore, the activity *Bridge Deck Replacement, Bridge Painting, Bridge rail Repair / Replacement, and Bridge Superstructure New, Replacement, or Repair – perennial* “**May Affect, Not Likely to Adversely Affect**” PS, LS, and SC with the implementation of the conservation condition PS/LS/SC – B.

Removal of Structures and Obstruction

Through the Matrix of Effects Table, the activity *Removal of Structures and Obstructions* “**May Affect, Not Likely to Adversely Affect**” the PS, LS, and SC with conservation conditions PS/LS/SC-6 and 7. However, for the activity *Removal of Structures and Obstructions*, the bridge is required to be dropped into the channel to be removed, therefore PS/LS/SC-B was developed. As discussed before, PS/LS/SC-B was developed to clarify when bridge debris will need to be captured and/or contained. Dropping the bridge into the channel must be completed outside the spawning season, and the debris must be removed as promptly as possible, as outlined by the 404 permit (See Section 3). By implementing PS/LS/SC-B, activities requiring the bridge structure to be dropped in the channel when the species are less vulnerable, outside of the spawning season. Further restrictions may be stipulated in U.S. Coast Guard (USCG) and USACE permits issued for the project. PS/LS/SC-B maintains the intent of PS/LS/SC-4; therefore, PS/LS/SC-4 was removed from the list of conservation conditions. The USCG Bridge Permit (Section 9) will likely specify the time limit for removal of bridge debris from the channel, which is typically 24 to 48 hours, although the USCG may allow a longer time limit at Decatur due to the extremely low volume of navigation traffic, or if demolition is performed outside of navigation season (i.e., between December and February).

An asbestos survey was conducted for the existing bridge; no asbestos was identified. Lead-based paint on the bridge has been removed during previous repairs/rehabilitation or has been covered with new paint, but some lead-based paint remnants may remain. When the bridge is demolished, the bridge components will be retrieved and transported to an appropriate landfill. Per the Hazardous Materials Review, the contractor is required to create an Implementation Plan to dispose of waste in accordance with NDOT’s Standard Specification for Highway Construction Section 732 (Lead-based Paint Removal). Regardless of toxicity, the contractor is required to take extreme caution to minimize the potential for painted material or debris to cause, or threaten to cause, pollution of the air, land, or waters of the State. Therefore, the activity *Removal of Structures and Obstructions*

“May Affect, Not Likely to Adversely Affect” the PS, LS, and SC with the implementation of modified PS/LS/SC-6, PS/LS/SC-7, and PS/LS/SC-B.

Matrix Identified May Affect Activities

The Matrix identified a **“May Affect”** determination for the PS, LS, and SC for the following activities: *Bank Stabilization; Bridge Substructure New, Replacement, or Repair – Perennial; Channel Grade Stabilization Structures; Culvert New, Replacement, Extension, Repair – Perennial; Grading Outside the Hinge Point; and Pre-watering* due to potential habitat modification, flow modifications, direct takings, and/or by increasing sedimentation in the channel.

Habitat Modifications and Flow Modifications

The bridge replacement over the Missouri River will result in permanent in-water structures, including the replacement and addition of riprap along the banks to protect bridge abutments and the construction of bridge piers within the active channel. These features represent new hard points that could locally influence flow patterns and consequently affect habitat availability for PS, LS, and SC.

The Missouri River within the project area is highly modified due to extensive historical and ongoing bank stabilization. Both the eastern and western banks contain wing dams that regulate channel flow patterns and available aquatic habitat. The existing bridge includes riprap bank stabilization along the western bank. In addition, the current bridge has 10 piers, with 1 pier located on the OHWM and 1 located within the Missouri River channel. These features represent the existing environmental baseline conditions for PS, LS, and SC habitat within the action area.

The proposed bridge will include 13 piers, with 2 piers impacting approximately 0.03 cubic acres of channel. These 2 piers are in a similar location to the existing in-channel piers, shifted approximately 50 feet north. The total footprint of proposed piers and riprap is comparable to existing conditions. The existing pier on the OHWM will be removed and replaced with rip-rap (0.008 cubic acres of permanent channel impact). As a result, the project would not introduce substantial new hardpoints that would result in flow modifications or habitat alterations beyond those already present in the environmental baseline. Additionally, the proposed bridge will be approximately 774 feet longer, which may allow for improved channel function should future reductions in bank stabilization occur.

A culvert, approximately 72 inches high and 255 feet long, is located southeast of the intersection of Marina Drive and 3rd Avenue in Decatur and is proposed to be removed and reset. Riprap to address scouring and channel cleanout (through vegetation removal and grading) will also be required. A perennial stream flows through this culvert in a southeasterly direction into Elm Creek, which then flows into the Missouri River. This culvert replacement can temporarily modify stream flow into the Missouri Elm Creek confluence, resulting in localized changes in velocity and deposition patterns during construction. The culvert work will impact approximately 0.015 cubic acres of channel. However, a culvert and some bank stabilization currently exist within the proposed work

area. As a result, the proposed riprap and culvert replacement would not introduce substantial new hardpoints that would result in flow modifications or habitat alterations beyond those already present in the environmental baseline.

Considering the extensive existing bank stabilization along the project, the replacement of the bridge with a similar in-channel pier placement, and the replacement culvert is similar to the existing one, the project would not measurably alter the environmental baseline. Permanent effects on PS, LS, and SC habitat and Missouri River flow are expected to be negligible and discountable.

Direct Taking

Work occurring directly in the channel has the possibility of resulting in directly taking of PS/LS/SC. The bridge replacement will require dropping the bridge into the channel and working directly within the channel and below the OHWM. The risk of direct takings is primarily associated with in-water demolition and construction activities. PS/LS/SC are most vulnerable during the spawning season (March 1 and July 31) as young (juveniles and embryonic stages) are less mobile. To avoid direct takings of PS/LS/SC, including embryonic and juvenile individuals, work within the channel will occur outside of the spawning season or will occur within cofferdams (except pile driving) when the species are the least vulnerable (PS/LS/SC-6 and PS/LS/SC-B). Therefore, by avoiding pile driving activities and directly working in the channel when PS/LS/SC are most vulnerable, during their spawning season, this project is not likely to result in mortality to the PS/LS/SC.

Sedimentation in the Channel

This project will require work within the channel, below or near the OHWM, or that could result in sedimentation in the channel. *Pre-watering* may be used to achieve optimal moisture content for earth fill material placed for the project, primarily for the new roadway embankment. Although not required in the channel, *Pre-watering* can generate temporary run-off from disturbed areas, which may transport sediment to receiving water. The culvert work and bank stabilization activities could also result in an increase in sedimentation in the channel. Because the tributary the culvert is located on is hydrologically connected to the Missouri River, temporary pulses of sediment from the stream channel can be transported downstream if not properly controlled, potentially affecting water quality and habitat conditions. Additionally, grading will be required along the entire length of the project, which can introduce soil disturbances along the OHWM and erosion into the channel. These activities can increase turbidity and sedimentation and, in turn, affect aquatic habitat conditions or foraging resources for sturgeon species downstream.

A Stormwater Pollution Prevention Plan (SWPPP)/Erosion Control Plan will be developed, and the soil erosion and sediment control Best Management Practices (BMPs) included in design documents will be followed to reduce the amount of soil particles being deposited into receiving waters. Upland soil disturbances will also be designed to avoid or minimize sedimentation in these waters using silt fences and bank stabilization practices (PS/LS/SC-7). Also, shredded wood derived from tree removal on this project will be used as part of the erosion control plan. The shredded wood interlocks, creating a solid form that excels at reducing erosion while also being highly permeable and biodegradable. Additionally, an

NPDES permit will be obtained, and the conditions outlined in the permit will be followed to regulate the amount of pollutants being discharged into the Missouri River. Therefore, as sedimentation into the channel will be temporary and minimized through the implementation of conservation conditions and BMP's established in the SWPPP/Erosion Control Plan, *Sedimentation in the Channel* will have discountable and insignificant impacts to PS/LS/SC.

Therefore, with the implementation of the aforementioned conservation conditions, BMPs, and erosion plans, the activities *Bank Stabilization; Bridge Substructure New, Replacement, or Repair – Perennial; Channel Grade Stabilization Structures; Culvert New, Replacement, Extension, Repair – Perennial; Grading Outside the Hinge Point; and Pre-watering* are determined to **“May Affect, Not Likely to Adversely Affect”** the pallid sturgeon, lake sturgeon, and sturgeon chub or their habitat.

Activities not covered under the Matrix of Effects Table

The activity *Blasting (Explosives)* is not an included activity in the Matrix of Effects Table. Therefore, the effects of this activity are evaluated through this IPLE. *Blasting (Explosives)* may be required for the removal of the truss spans of bridge S051 03644. As noted above, bridge debris or material will not be dropped into the channel during the spawning season (see PS/LS/SC-B). PS/LS/SC-B avoids the spawning season when the species are most vulnerable. The USCG Bridge Permit (Section 9) will specify the time limit for removal of bridge debris from the channel, which is usually 24 to 48 hours. The blasting activity would result in similar or lower sound levels (FHWA, 2006, 2018) and impacts similar to vibrations from impact and vibratory pile driving. The vibrations associated with this activity could cause developmental impacts or mortality in embryonic PS/LS/SC and could result in changes in behavior, such as spawning or migration behaviors. However, this work will strictly occur outside of the spawning season (March 1 – July 31) per conservation condition PS/LS/SC-C. By avoiding this activity during the spawning seasons of PS, /LS, and /SC, work will be avoided when the species are most vulnerable in the Missouri River. Therefore, by avoiding any *Blasting (Explosives)* activities during the PS/LS/SC spawning season, this activity **“May Affect, Not Likely to Adversely Affect”** the PS, LS, and SC.

Additionally, to minimize the spread of invasive species into the Missouri River, NDOT will implement the conservation condition PS/LS/SC-D. Prior to use at the construction site, barges and any equipment that will be used in the water must be decontaminated of invasive aquatic species according to protocol. By implementing this conservation condition, any activities requiring work within the waterway will avoid introducing invasive aquatic species that may impact PS, LS, and SC and their habitat. This conservation condition further justifies that project activities **“May affect, Not Likely to Adversely Affect”** PS, LS, and SC or its habitat.

Indirect Effects

The pallid sturgeon and sturgeon chub have been known to occur within 1 mile of the project in the last 30 years. The proposed bridge replacement project is not expected to

result in long-term effects or changes in land use, population density, or growth. No other future state or private activities are reasonably certain to occur within the project Action Area that would impact these species.

The replacement bridge will be longer than the existing bridge, increasing the frequency of the hydrologic connection between waters in the east overbank. The wetlands and backwater pools in the Action Area become connected to the main river channel at flood stage. These areas fill with water during floods and retain it when flood waters recede. However, the existing roadway embankment separates the wetlands and pools north and south of IA-175. Currently, a 40-year flood (or larger) is required for a hydrologic connection to occur between the wetlands and backwater pools on either side of IA-175. More pooling occurs on the north side of the highway than on the south side. The new bridge will be approximately 774 feet longer than the existing bridge, extending primarily farther east. The ground level below the additional spans will be approximately 25 feet lower than the existing roadway embankment. A 5-year flood (or larger) will provide hydrologic connection between the wetlands and backwater pools on either side of the highway. This will result in less pooling on the north side of the highway and more pooling on the south side.

These changes in flow patterns alter velocities and sediment movement, subsequently altering the distribution of aquatic and upland habitat conditions. This replacement of the bridge and associated work is not anticipated to result in any long-term change in habitat or habitat suitability for PS/LS/SC.

Determination

Therefore, with the current environmental baseline and the implementation of BMPs, a SWPPP/Erosion Control Plan, and the conservation conditions PS/LS/SC-1, 2, 3, 5, 6, 7, and PS/LS/SC-A, B, C, D this project “**May Affect, Not Likely to Adversely Affect**” the PS, LS, and SC or their habitat.

Monarch Butterfly (*Danaus plexippus*)

Life History Information

The monarch butterfly is a widespread species in the family Nymphalidae, best known for its long-distance migration and obligate association with milkweed (*Asclepias* spp.) during its larval stage (Oberhauser et al., 2017). Monarch butterflies occur throughout most of North America, with breeding populations documented across the continental U.S. and southern Canada, and overwintering populations in central Mexico and along the California coast (Brower et al., 2012). Preferred breeding habitats include open fields, meadows, and roadside corridors where milkweed and nectar-producing plants are present. The larval stage is obligately dependent on milkweed, which serves as the sole host plant and a source of toxic cardenolides sequestered by larvae for predator deterrence (Malcolm, 1991).

Adult monarch butterflies are large and conspicuous, with bright orange wings surrounded by a black border and covered with black veins. The black border has a double row of white spots, present on the upper side of the wings. Adult monarchs are sexually dimorphic, with males having narrower wing venation and scent patches. The bright coloring of a monarch serves as a warning to predators that eating them can be toxic (USFWS, 2024a, 2025e). The monarch is well known for its phenomenal long-distance migration in the North American populations. The two North American migratory populations, located east and west of the Rocky Mountains, have been monitored at their respective overwintering sites in Mexico and California since the mid-1990s. While these populations fluctuate year-to-year with environmental conditions, these census data indicate long-term declines in the population abundance at the overwintering sites in both populations. Migratory monarchs in North America are the ancestral population for all other monarch populations, and more than 90 percent of monarchs worldwide occur in the North American migratory populations (USFWS, 2024a).

Monarchs undertake an annual, continent-scale migration involving multiple generations. In late summer and early fall, the super generation migrates southward. Eastern populations travel up to 4,000 km to overwintering sites in the Oyamel fir (*Abies religiosa*) forests of central Mexico, while western populations overwinter along the coast of California in groves of eucalyptus (*Eucalyptus* spp.), Monterey pine (*Pinus radiata*), and Monterey cypress (*Cupressus macrocarpa*) (Calvert and Brower, 1986; Pelton et al., 2016; Brower et al., 2012). During overwintering, monarchs form dense clusters on trees, conserving energy and moisture while subsisting on lipid reserves.

Monarchs produce multiple generations annually. Eggs are laid singly on the underside of milkweed leaves and hatch within approximately 3 to 5 days (Oberhauser, 2004). The larval stage lasts approximately 10 to 14 days and comprises five instars during which the caterpillar consumes large quantities of milkweed foliage. Pupation occurs in a suspended chrysalis, within which metamorphosis takes 8 to 15 days, depending on ambient temperature. Adult monarchs emerging from early-season broods typically live 2 to 6 weeks, while individuals from the final generation—often referred to as the “migratory” or “super generation”—may live up to 8 or 9 months (Brower, 1995; Tenger-Trolander et al., 2019).

In many regions where monarchs are present, monarchs breed year-round. Individual monarchs in temperate climates, such as eastern and western North America, undergo long-distance migration, and live for an extended period. In the fall, in both eastern and western North America, monarchs begin migrating to their respective overwintering sites. This migration can take monarchs distances of over 3,000 km and last for over 2 months. In early spring (February-March), surviving monarchs break diapause and mate at the overwintering sites before dispersing. The same individuals that undertook the initial southward migration begin flying back through the breeding grounds and their offspring start the cycle of generational migration over again (USFWS, 2024a, 2025e).

In early spring, overwintering monarchs begin a staggered northward remigration. Unlike the southward flight, which is completed by a single generation, the return to northern

breeding grounds requires two to three generations. The first generation migrates from overwintering sites to the southern U.S., reproduces, and dies. Subsequent generations continue migrating and reproducing until monarchs recolonize their full northern range by late spring or early summer (Flockhart et al., 2013). Environmental conditions, including temperature, photoperiod, and host plant availability, regulate the progression of this migration. The monarch's full annual life cycle typically encompasses four to five generations, with only the final generation completing the entire southward migration and overwintering phase. This complex migration strategy increases vulnerability to threats throughout its range.

Monarchs in Nebraska and Iowa are part of the eastern population. These butterflies travel north in the spring, from Mexico to Canada, over two to three successive generations, breeding along the way. Individual monarchs disperse as far north as they can physiologically tolerate based on climatic conditions and available vegetation (Flockhart et al., 2013). The number of generations of monarchs produced each year can vary between three and five and is dependent upon environmental conditions (Brower, 1996).

Adult monarch butterflies during breeding and migration require a diversity of blooming nectar resources, which they feed on throughout their migration routes and breeding grounds (spring through fall). Monarchs also need milkweed (for both oviposition and larval feeding) embedded within this diverse nectaring habitat. The correct phenology, or timing, of both monarchs and nectar plants and milkweed is important for monarch survival. Additionally, many monarchs use a variety of roosting trees along the fall migration route (USFWS, 2024a).

The eastern population of monarchs overwinters in Mexico, where this microclimate is provided by forests primarily composed of oyamel fir trees (*Abies religiosa*), on which the monarchs form dense clusters (Williams and Brower, 2015). The sites used for overwintering occur in mountainous areas west of Mexico City located between elevations of 2,900 and 3,300 meters (Slayback and Brower, 2007). During migration to overwintering sites, most monarchs are in reproductive diapause but continue to need blooming nectar plants throughout the migratory habitat to provide sugar that is eventually stored as lipid reserves (Brower et al., 2015). On their return, monarchs lay eggs and thus need both nectar sources and milkweed.

Monarch butterfly populations have experienced significant declines over the past two decades, attributed to multiple factors, including widespread loss of milkweed due to herbicide use in agricultural landscapes, degradation of overwintering habitat in Mexico and California, and climate-related stressors affecting all life stages (Pleasants and Oberhauser, 2013; Flockhart et al., 2015).

Current conservation strategies emphasize habitat restoration through the planting of native milkweed and nectar plants, management of pesticide use, and protection of overwintering habitats.

Survey History

Neither NDOT or Iowa DOT have conducted surveys for the monarch butterfly on this project. However, on October 4, 2023, Burns & McDonnell ecologists conducted a field-based habitat assessment on foot within the project's Initial Survey Area (including Nebraska and Iowa) encompassing approximately 224 acres. They determined that small patches of milkweed and other flowering plants occur along roadsides and fence rows. Monarch butterflies are widespread and likely to occur within the Action Area annually from late spring to early fall.

Habitat Evaluation and Suitability

As noted above, the Initial Survey Area contains small patches of milkweed and other flowering plants along roadsides and fence rows that may support larval and adult monarchs. Therefore, suitable habitat for the monarch butterfly exists within the Action Area.

Analysis and Determination of Effects

Construction activities on this project could impact monarch butterflies by causing direct harm to the species or resulting in the loss of milkweed and floral resources. However, the adult monarch butterflies are highly mobile and will readily avoid being impacted by project activities. Construction activities conducted during periods when egg or larval monarch butterflies are present on milkweed plants could result in direct mortality of larvae. Egg and larval monarch butterflies cannot avoid being taken if present. To avoid this impact, Conservation Measure MB-A would be implemented, which requires all initial vegetation disturbance (e.g., clearing, grubbing, mowing) to occur before May 1 or after October 1. This seasonal restriction ensures that milkweed plants will not be disturbed when monarch caterpillars are present. By implementing this measure, the direct mortality of monarch caterpillars would be avoided during construction activities. In addition, the Project area would be reseeded with native vegetation according to conservation condition S-3, which includes a variety of flowering plants and milkweeds suitable for monarch butterflies.

Determination

Due to the ample amount of habitat in the surrounding landscape compared to the proposed amount of habitat being impacted, as well as the proposed conservation conditions and re-seeding efforts with native vegetation that would provide floral resources for the monarch butterfly, it is determined that the Project would not jeopardize the monarch butterfly and that it **“May Affect, Not Likely to Adversely Affect”** the monarch butterfly or its habitat.

Piping Plover (*Charadrius melodus*)

Life History Information

The Piping Plover is a small, stocky shorebird about 7 inches long with a wingspan of about 15 inches. Adults have a sand-colored upper body, white undersides, and orange legs throughout the year. During the breeding season, adults acquire a dark narrow breast band, a dark strip across the forehead, and a black-tipped orange bill (Campbell, 2003). The species breeds in three main areas in North America: the Northern Great Plains (Iowa, northwestern Minnesota, Montana, Nebraska, North and South Dakota, Alberta, Manitoba, and Saskatchewan); in the Great Lakes (Illinois, Indiana, Michigan, Minnesota, New York, Ohio, Pennsylvania, Wisconsin, and Ontario); and along the Atlantic Coast from Newfoundland to Virginia and (formerly) North Carolina. It winters on the Atlantic and Gulf coasts from North Carolina to Mexico, including coastal Texas, and, less commonly, in the Bahamas and West Indies (50 FR 50726, 11 December 1985). Migration occurs both through the interior of North America east of the Rocky Mountains (especially in the Mississippi Valley) and along the Atlantic Coast (AOU, 1998). Few data exist on the migration routes of this species.

The USFWS listed the Piping Plover as threatened for the Atlantic Coast and Northern Great Plains on December 11, 1985 (50 Federal Register [FR] 50726–50734), while the species is federally listed endangered in the Great Lakes watershed. Shorebird hunting during the early 1900s caused the first known major decline of Piping Plovers (USFWS, 2003). Since then, loss or modification of habitat resulting from commercial, residential, and recreational developments, dune stabilization, damming and channelization of rivers (eliminating sandbars, encroachment of vegetation, and altering water flows), and wetland drainage have further contributed to the decline of the species. Additional threats include human disturbances caused by recreational use of habitat and predation of eggs by feral pets (USFWS, 1995).

Piping plovers typically inhabit the shorelines of oceans, rivers, and inland lakes. Nest sites include sandy beaches, especially where scattered tufts of grass are present; sandbars; causeways; bare areas on dredge-created and natural alluvial islands in rivers; gravel pits along rivers; silty flats; and salt-encrusted bare areas of sand, gravel, or pebbly mud on interior alkali lakes and ponds. Piping plovers forage by gleaning invertebrates from the substrate or running and pecking on the substrate with short runs between pecks (Haig and Elliott-Smith, 2004). The Northern Great Plains Piping Plovers breed along rivers and reservoirs in Nebraska, South Dakota, North Dakota, and Montana. Also, they nest on alkaline (naturally salty) lakes in North Dakota, Montana, and on sand and gravel mines in Nebraska (USFWS, 2016). On the wintering grounds, these birds use beaches, mudflats, sandflats, algal mats, emergent seagrass beds, dunes, and offshore spoil islands (AOU, 1998; Campbell, 2003).

Migration north from wintering grounds in Texas to the breeding grounds begins in late February, with most birds gone by mid-May, although some birds will remain along the coast year-round. While major staging areas such as Bolivar Flats, Texas, or San Luis Pass,

Texas, can hold more than 100 individuals at peak migration, birds arrive and leave in small groups (Haig, 1992). Piping plovers begin to arrive on the breeding grounds in the first half of April, with courtship, followed by nesting, beginning in mid-to-late April. Both sexes share incubation duties, with incubation lasting 25 to 28 days. Hatching begins in late May to early June, generally peaking in June and early July. Chicks fledge 25 to 35 days after hatching and are capable of sustained flight soon after fledging (USFWS, 2016). Critical habitat for the Northern Great Plains breeding population was designated on September 11, 2002 (67 FR 57637). Nineteen critical habitat units originally contained approximately 183,422 acres of prairie alkali wetlands, inland and reservoir lakes, and portions of four rivers totaling approximately 1,207.5 river miles in Montana, Nebraska, South Dakota, North Dakota, and Minnesota. However, the Nebraska portion of the critical habitat was vacated by the U.S. District Court on October 13, 2005 (USFWS, 2020).

Survey History

NDOT and Iowa DOT have not conducted any surveys on this project for the Piping Plover. According to the Nebraska Natural Heritage database, no records of the Piping Plover occur within 5 miles of the project alignment.

Habitat Evaluation and Suitability

According to the USFWS range map for the piping plover (USFWS, 2025f), the project Action Area is within the current range of the piping plover, although it is not within the current breeding range of the piping plover as documented by the Nebraska Natural Heritage Program range map (NGPC, 2019). As determined from field and desktop evaluations, the Action Area includes vegetated sandy beaches along the Missouri River, both north and south of the Decatur Bridge. Several unnamed waterbodies also occur in the Action Area. These beaches and shorelines of the waterbodies may not be suitable as nesting habitat because they are very narrow, too vegetated, and in some areas steeply sloped, but they may provide foraging habitat. At the bridge location, the Missouri River is frequently disturbed by human activities such as boat traffic and pedestrian occupation. Nevertheless, potentially suitable habitat is available for the piping plover in the project Action Area.

Analysis and Determination of Effects

The Matrix of Effects Table identified the following 39 activities as “**May Affect, Not Likely to Adversely Affect**” for the piping plover (PP) with the implementation of conservation conditions PP-1, PP-2, PP-3, PP-4, and/or PP-5: *Barge Staging; Bridge Deck Replacement; Bridge Painting; Bridge Rail Repair/Replacement; Bridge Substructure New, Replacement, or Repair – Perennial; Bridge Superstructure New, Replacement, or Repair – Ephemeral; Bridge Superstructure New, Replacement, or Repair – Perennial; Channel Grade Stabilization Structures; Clearing and Grubbing – Non-woody Vegetation; Clearing and Grubbing – Trees & Shrubs; Cofferdams; Concrete Pavement Repair; Culvert New, Replacement, Extension, Repair – Ephemeral; Culvert New, Replacement,*

Extension, Repair – Perennial; De-watering; Drilled Shafts; Erosion Control – Barriers; Erosion Control – Erosion Checks; Erosion Control – Inlet/Outlet Protection; Erosion Control – Mulching; Erosion Control – Rolled Erosion Control; Erosion Control – Slope Interruption; Erosion Control – Vegetation; Grading Outside the Hinge Point; Guardrail Repair, Replacement, or Installation with Soil Disturbance; Lighting, Traffic and Pedestrian Signals, Dynamic Message Signs w/ soil disturbance; Nighttime work with Lights; Pavement Removal; Piers; Pile Driving – Impact; Pile Driving – Vibratory; Pre-watering; Removal of Structures and Obstructions; Retaining Walls (Not in Water/Wetlands); Signs with Soil Disturbance; Stream Channel Impact, Ephemeral; Stream Channel Impact, Perennial; Temporary Crossing, Causeway, Work Platform; and Underground Utility Conduit Installation.

Many of the activities identified as “**May Affect, Not Likely to Adversely Affect**”, required the implementation of conservation conditions avoid impacting nesting piping plover (PP-1, 2, and 3). PP-1 and PP-2 were originally intended to avoid impacts to nesting habitat and piping plover nesting behaviors by surveying for nesting birds before project activities occur. Since no suitable nesting habitat is available within the action area, surveys are not necessary. Similarly, conservation condition PP-3, where river transport and barge placement would occur outside of the nesting season, would not be necessary. Because the beaches and shorelines in the Action Area provide foraging habitat rather than nesting habitat, implementation of PP-1, 2, and 3 are not applicable to the project. Piping Plovers are mobile and would avoid nearby foraging areas near construction disturbances. Therefore, the original Matrix determination of “**May Affect, Not Likely to Adversely Affect**” still stands for the aforementioned activities.

Matrix Identified “May Effect” Activities

The Matrix of Effects Table identified that the activity *Bank Stabilization* “**May Affect**” the Piping Plover. *Bank Stabilization* involves grading, soil compaction, and placement of riprap and underlying filter fabric above, at, and below the OHWM that may affect this species due to habitat modifications, flow modifications, direct takings, or by increasing sedimentation. Riprap will be installed at and below the OHWM along the bank and in other upland areas to armor the new structures against scour during flood events.

Bank Stabilization can modify suitable nesting or foraging habitat. Although there is no nesting habitat within the action area, foraging habitat may be modified by armoring riverbanks and adjacent shorelines. Installation activities can temporarily increase turbidity and sedimentation, potentially affecting prey availability in adjacent shallow-water areas. Riprap placement may also alter near-bank flow patterns due to hard points, which could influence the formation and maintenance of small sandy beach areas over time. Due to this, foraging habitat availability may be impacted. As noted previously, the riprap activities will primarily replace the existing bank stabilization, and significant changes in the current environmental baseline is not anticipated. Furthermore, piping plovers are highly mobile and would be able to avoid the foraging areas near project activities. Although *Bank Stabilization* activities adjacent to foraging habitats could temporarily disturb piping

plovers using nearby shorelines and cause short-term displacement from those areas, direct takings are not anticipated due to their mobility. Therefore, the activity *Bank Stabilization* “**May Affect, Not Likely to Adversely Affect**” piping plover or its habitat.

Activities not covered under the Matrix

The activity *Blasting (Explosives)* is not an included activity in the Matrix of Effects Table and therefore requires further evaluation. *Blasting (Explosives)* may be required for the removal of the existing Decatur bridge structure S051 03644. The blasting activity would result in similar sound levels (FHWA 2006, FHWA 2018) as pile driving. Because no suitable nesting habitat occurs in the Action Area, nesting piping plovers or nesting success will not be impacted. The beaches near the bridge only provide foraging habitat for this species. The birds will likely avoid foraging areas close to the bridge because of construction disturbances. Because piping plovers are mobile and likely to keep their distance from the noise and activities of construction and general movement of workers, the project activity *Blasting (Explosives)* “**May Affect, Not Likely to Adversely Affect**” the piping plover and its habitat.

Indirect Effects

The replacement of the existing bridge and associated work will likely result in reducing pooling north of the highway and increasing pooling south of the highway after a future flood event. Some currently pooled areas (waterbodies) that provide potential foraging/roosting habitat for the piping plover may be impacted negatively through sedimentation or scouring. However, there is potential for new or expanded pools south of the highway that could offer additional habitat. Additionally, the new bridge will be longer and may enhance the spanning of the floodplain, subsequently facilitating improved sandbar formation, movement, and habitat availability. The level of change in habitat suitability for foraging/roosting piping plovers is anticipated to remain similar to the current environmental conditions in the area.

Determination

Therefore, due to the high mobility of piping plovers, that only foraging habitat is present, and the implementation of conservation conditions, the project is determined to “**May Affect, Not Likely to Adversely Affect**” the piping plover or its habitat.

Rufa Red Knot (*Calidris canutus rufa*)

Life History Information

The Rufa Red Knot is a medium-sized shorebird characterized by a stout body and relatively short legs. During breeding, the birds display a distinctive reddish-brown plumage on their face, breast, and belly, which contrasts with their grayish back. In non-breeding plumage, they transition to a more uniform gray (Baker et al., 2004).

The *rufa* subspecies, one of three subspecies occurring in North America, has one of the longest migration distances known, travelling between its breeding grounds in the central Canadian Arctic to wintering areas that are primarily in South America (USFWS, 2011). The Rufa Red Knot breeds in the Canadian Arctic on islands such as Victoria and Prince of Wales and migrates to the southern tip of South America for wintering. Delaware Bay is a critical stopover site where they refuel on horseshoe crab eggs during their long migration (Niles et al., 2008). Breeding typically commences in late June. The red knot lays three to four eggs in a scrape on the ground, which both parents incubate. Eggs hatch after about 22 days, and chicks are precocial but still require parental protection (Atkinson et al., 2007). Chicks fledge approximately 18–20 days post-hatching (Piersma, 2007).

The Rufa Red Knot undertakes one of the longest migrations of any bird species, a journey that can exceed 9,000 miles from breeding to wintering grounds and back. During migration, especially in Delaware Bay, the availability of horseshoe crab eggs is crucial. The birds time their migration to coincide with the spawning of horseshoe crabs to maximize food availability (Tsipoura et al., 2016).

The species is classified as federally threatened, primarily due to habitat loss and reduced food availability at key stopover points. The overharvesting of horseshoe crabs at Delaware Bay has significantly impacted the Rufa Red Knot's ability to gain sufficient weight for the migration and breeding seasons (McGowan et al., 2011).

While Nebraska and Iowa are not primary areas in the life cycle of the Rufa Red Knot, they occasionally serve as transit or stopover sites during the species' long migratory journey. The Missouri River traverses the Central Flyway, a major north-south flyway for migratory birds in America. These stopovers, though not as heavily documented as those in areas like Delaware Bay, are critical during the strenuous migration period. Observations and banding efforts have provided insights into the use of such inland areas by various shorebird species, including the Rufa Red Knot (Jorgensen, 2012).

Survey History

NDOT and Iowa DOT have not conducted any surveys for the Rufa Red Knot on this project. The Nebraska Natural Heritage Database does not show any records for the species within 5 miles of the project alignment, and no Nebraska records have been documented within the last 30 years.

Habitat Evaluation and Suitability

As determined from field and desktop analyses, the project Action Area includes vegetated and unvegetated sandy beaches along the Missouri River, both north and south of the current bridge. Several unnamed waterbodies also occur in the Action Area. These beaches and shorelines of the waterbodies could provide foraging habitat to support migratory Rufa Red Knots. At the bridge location, however, the Missouri River is frequently disturbed by human activities such as boat traffic and pedestrian occupation. Nevertheless, potentially

suitable foraging/roosting habitat is available for the Rufa Red Knot in the project Action Area.

Analysis and Determination of Effects

The Matrix of Effects Table identified the following 44 activities as “**May Affect, Not Likely to Adversely Affect**” for the Rufa Red Knot without the implementation of conservation conditions: *Bank Stabilization; Barge Staging; Bridge Deck Replacement; Bridge Painting; Bridge Substructure New, Replacement, or Repair – Perennial; Bridge Superstructure New, Replacement, or Repair – Ephemeral; Bridge Superstructure New, Replacement, or Repair – Perennial; Channel Grade Stabilization Structures; Clearing and Grubbing – Non-woody Vegetation; Clearing and Grubbing – Trees & Shrubs; Cofferdams; Concrete Pavement Repair; Crack Sealing and Joint Sealing; Culvert New, Replacement, Extension, Repair – Ephemeral; Culvert New, Replacement, Extension, Repair – Perennial; Curb & Gutter; De-watering; Drilled Shafts; Earth Shoulder Construction; Erosion Control – Barriers; Erosion Control – Erosion Checks; Erosion Control – Inlet/Outlet Protection; Erosion Control – Mulching; Erosion Control – Rolled Erosion Control; Erosion Control – Slope Interruption; Erosion Control – Vegetation; Grading Within the Hinge Point; Grading Outside the Hinge Point; Guardrail Repair, Replacement, or Installation with Soil Disturbance; Lighting, Traffic and Pedestrian Signals, Dynamic Message Signs w/ soil disturbance; Nighttime work with Lights; Pavement Removal; Piers; Pile Driving – Impact; Pile Driving – Vibratory; Pre-watering; Removal of Structures and Obstructions; Retaining Walls (Not in Water/Wetlands); Sidewalks and Bikeways; Signs with Soil Disturbance; Stream Impacts, Ephemeral; Stream Impacts, Perennial; Temporary Crossing, Causeway, Work Platform; and Underground Utility Conduit Installation.*

Activities not covered under the Matrix

This project includes the activity *Blasting (Explosives)*, which is not included or defined within the Matrix, and therefore, is being evaluated in this IPLE. This activity may occur during the Rufa Red Knot migratory seasons, creating noise that could impact the species by disturbing roosting or foraging behaviors and suitable habitat. However, since the Rufa Red Knot is unlikely to be within the Action Area due to its ephemeral nature, *Blasting (Explosives)* impacts would be considered insignificant.

Indirect Effects

Because the Rufa Red Knot is unlikely to be within the Action Area, this project is not anticipated to result in any indirect effects on this species.

Determination

Due to the highly ephemeral nature of the Rufa Red Knot in Nebraska and Iowa, this project “**May Affect, Not Likely to Adversely Affect**” the Rufa Red Knot or its habitat.

Suckley's Cuckoo Bumble Bee (*Bombus suckleyi*)

Life History

Suckley's cuckoo bumble bee is an obligate social parasite of other bumble bee species and is dependent on healthy host populations (Williams et al., 2014; Hatfield et al., 2018). Unlike typical bumble bees, Suckley's cuckoo bumble bee queens do not establish their own nests. Instead, a queen invades a host colony, overthrows or subdues the host queen, and uses the colony's workers to rear her own offspring (Fisher, 1984).

The species has been historically widespread across western and central North America, ranging from Alaska and Canada southward through the western U.S. into parts of the Great Plains (Colla et al., 2012; Williams et al., 2014). However, Suckley's cuckoo bumble bee populations have undergone significant declines throughout their range, closely tracking declines of their primary host species (Hatfield et al., 2018). In Nebraska, the species is considered extremely rare, with only a few historical records, including observations from Dawes, Sioux, and Lancaster Counties (Bumble Bee Atlas, 2022).

Adult Suckley's cuckoo bumble bees are typically active during the mid- to late-summer months, corresponding to the timing of established host colonies (Williams et al., 2014). Adults forage on a variety of flowering plants for nectar, although they are not responsible for pollen collection for brood provisioning (Fisher, 1984). Preferred habitats are varied but generally include grasslands, meadows, and other open areas where host species are present (Colla et al., 2012).

Reproductive females (new queens) emerge in the fall, mate, and overwinter in sheltered locations in the soil or under leaf litter (Williams et al., 2014). Survival through the winter and successful location of a suitable host colony in the spring are critical for population persistence. Because the species is entirely reliant on the presence of healthy host colonies, factors such as habitat loss, pesticide exposure, climate change, and pathogen spillover are significant threats (Cameron and Sadd, 2020; Hatfield et al., 2018).

Surveys conducted in Nebraska since the early 2000s, including large citizen science efforts such as the Nebraska Bumble Bee Atlas, have failed to detect Suckley's cuckoo bumble bee despite targeted efforts (Bumble Bee Atlas, 2022), suggesting that the species may now be extirpated from the state.

Given its specialized life history, Suckley's cuckoo bumble bee is particularly vulnerable to host population declines and habitat fragmentation. Conservation efforts for Suckley's cuckoo bumble bee are intrinsically tied to the recovery and conservation of its host species, as well as the maintenance of diverse and abundant native flowering plant communities (Hatfield et al., 2018).

Survey History

NDOT and Iowa DOT have not completed any surveys for Suckley’s cuckoo bumble bee within the project Action Area. The species has been only identified three times in the state of Nebraska—in Dawes, Sioux, and Lancaster Counties and has not been detected in the state since the early 2000s (Xerces Society for Invertebrate Conservation, 2022).

Habitat Evaluation

Suckley’s bumble bee utilizes a variety of floral resources for foraging and relies on healthy bumble bee colonies to raise its young. The project Action Area contains both floral resources and locations that could contain bumble bee colonies. Therefore, there is suitable habitat for Suckley’s bumble bee within the action area.

Analysis and Determination of Effects

Project activities could remove floral resources and/or impact bumble bee colonies that could be utilized by Suckley’s cuckoo bumble bee. However, the species has been rarely documented in Nebraska and has never been detected in northeastern Nebraska. Therefore, Suckley’s cuckoo bumble bee is extremely unlikely to occur in the project Action Area during construction, and, thus, project impacts would be considered discountable or insignificant.

Determination

Therefore, due to the presence of potentially suitable habitat within the Action Area, but the extremely rare detection of the Suckley’s cuckoo bumble bee in Nebraska and Iowa, the Project **“May Affect, Not Likely to Adversely Affect”** the Suckley’s cuckoo bumble bee or its habitat.

Western Regal Fritillary (*Argynnis idalia occidentalis*)

Western Regal Fritillary Life History

The western regal fritillary is a subspecies of the regal fritillary butterfly native to the central and northern Great Plains (USFWS, 2024b). Historically, the western regal fritillary ranged from eastern Colorado and western Nebraska northward through the Dakotas into southern Manitoba and Saskatchewan (Selby, 2007). Today, the subspecies is largely restricted to fragmented remnant prairie habitats in Nebraska, South Dakota, North Dakota, and Kansas, with significant population declines documented across much of its historical range (USFWS, 2024b). The USFWS proposed the western regal fritillary for listing as a threatened species under the Endangered Species Act on March 19, 2024, citing habitat loss, degradation, fragmentation, and climate change as major threats to its continued existence (USFWS, 2024b).

The western regal fritillary is a large butterfly, with a wingspan ranging from approximately 73 to 102 millimeters (Scott, 1986). Adults exhibit bright orange forewings with black markings and dark hindwings with a series of prominent white spots on the ventral surface. Sexual dimorphism is present, with females generally larger and darker than males (Opler and Krizek, 1984). Morphological differences between the western regal fritillary and other *idalia* subspecies are minimal, and subspecies distinctions are based primarily on geographic distribution and genetic characteristics (USFWS, 2024b).

This subspecies is dependent on intact native prairie ecosystems, including tallgrass prairie dominated by species such as big bluestem (*Andropogon gerardii*) and Indian grass (*Sorghastrum nutans*), and mixed-grass prairie systems with a blend of mid-height grasses (Vogel et al., 2010). Important habitat elements include the presence of native violets (*Viola* spp.), which are the obligate larval host plants, and a diverse assemblage of native forbs providing nectar sources for adults (Shepherd and Debinski, 2005). Suitable habitats are characterized by open, sunny conditions with limited woody encroachment, and are typically maintained through natural disturbance processes such as fire and moderate grazing (Swengel, 1998; Vogel et al., 2010). Habitat quality declines when prairie remnants are subjected to fire suppression, intensive grazing, invasive plant encroachment, or chemical exposure (Swengel and Swengel, 2015).

The western regal fritillary is univoltine, completing one generation per year (Scott, 1986). Adults typically emerge between late May and early July, with peak flight activity occurring in June (Swengel and Swengel, 2015). Males emerge earlier and search for mates soon after emergence. After mating, females undergo a period of reproductive diapause before laying eggs in late summer (August–September) (Debinski, 1999). Upon hatching, larvae overwinter as first instars without feeding, resuming activity the following spring when they feed exclusively on violet leaves (Shepherd and Debinski, 2005). Pupation occurs in late spring to early summer, after which new adults emerge to complete the annual cycle (Scott, 1986).

Primary threats to the western regal fritillary include habitat loss and degradation, primarily from agricultural conversion, energy development, infrastructure expansion, and urbanization (USFWS, 2024b). Degradation of prairie remnants through suppression of natural fire regimes, overgrazing, spread of invasive species such as smooth brome (*Bromus inermis*) and Kentucky bluegrass (*Poa pratensis*), and pesticide application also reduces habitat suitability (Vogel et al., 2010; Swengel and Swengel, 2015). Small, isolated populations are particularly vulnerable to extirpation due to stochastic events, genetic bottlenecks, and demographic instability (Selby, 2007). Additionally, climate change is expected to exacerbate habitat fragmentation and alter key ecological processes necessary for the persistence of suitable habitat and host plant populations (USFWS, 2024b).

Because the subspecies relies heavily on large, contiguous prairie tracts with abundant violets and nectar resources, conservation of the Western Regal Fritillary focuses on preserving and managing native prairie habitats (Selby 2007; USFWS 2024b). Regulatory reviews of proposed projects occurring within or near suitable prairie habitats must consider potential impacts to host plants, adult nectar resources, and habitat structure.

Conservation measures generally emphasize avoidance of prairie remnants, timing of habitat management to minimize direct mortality, reduction of chemical exposure, and use of prescribed fire and grazing practices that support a heterogeneous, forb-rich prairie landscape (USFWS, 2024b).

Species Survey

NDOT and Iowa DOT have not completed a survey for western regal fritillary on this project. There are no Nebraska Natural Heritage Database records of the species occurring within 5 miles of the project.

Habitat Evaluation

The western regal fritillary is dependent upon violet species (*Viola* spp.) as larvae, and consequently, the species is strongly tied to non-degraded prairies and wetlands. No remnant prairies occur or would provide suitable habitat for this butterfly in the Action Area.

Analysis and Determination of Effects

The Action Area lacks the habitat characteristics required for the western regal fritillary. Therefore, project activities are unlikely to occur where the species is present. In addition, areas of soil disturbance along the project alignment can be seeded with native vegetation. There is potential that the reseeded areas could include floral resources that could be utilized by the western regal fritillary and provide a benefit to the species. Considering the present lack of suitable habitat for the western regal fritillary within areas where soil disturbance is occurring and with the re-seeding of the project locations with native vegetation, the project's impacts would be considered to have no effect on the species.

Determination

Due to the lack of suitable habitat within the limits of action area NDOT and Iowa DOT have determined that this project will have “**No Effect**” on the western regal fritillary or its habitat.

3. CONSERVATION MEASURES

Pallid Sturgeon/ Lake Sturgeon/ Sturgeon Chub:

- PS/LS/SC-1** No vibratory or impact pile driving from March 1 through July 31 within the channel. (*Contractor*)
- PS/LS/SC-2** Any detention basin outlets will be designed such that it is stabilized to prevent streambank erosion and will not otherwise impact stream channel/bank. (*Design, Contractor*)
- PS/LS/SC-3** The Contractor will dispose of drill cuttings in areas or a manner which will not adversely affect state and/or federally listed species and/or designated critical habitat. (*Contractor*)
- PS/LS/SC-5** No discharge of water or spoil directly into the channel from March 1 through July 31. (*Contractor*)
- PS/LS/SC-6** No flow modifications or disturbance in the channel from March 1 through July 31. Work is allowed within a cofferdam or above the waterline if the work is conducted from the temporary work platform or another location not directly in the channel (i.e., the riverbank or barges). Vibratory or impact pile driving from March 1 to July 31 is **NOT** permitted within or outside of a cofferdam. Temporary bridges or causeways can be constructed between August 1 and March 1, provided they are built according to the terms and conditions of the associated 404 permit. Barges may be secured with spud piles and relocated year-round. (*Contractor*)
- PS/LS/SC-7** Any upland soil disturbances will be designed to avoid or minimize sedimentation. (*Design, Contractor*)
- PS/LS/SC-A** The proposal for the temporary structure, if not already provided, shall be submitted to the USFWS and NGPC at least 30 days prior to construction. (*Contractor, Environmental*)
- PS/LS/SC-B** During all phases of the bridge removal that do not involve dropping the bridge into the channel, such as the removal of the bridge deck and rails, all debris will be captured and/or contained. During phases of bridge removal that include dropping the bridge into the channel, all materials will be removed from the channel as promptly as feasible. The dropping and removal of the bridge from the channel will not occur between March 1 and July 31. (*Contractor*)
- PS/LS/SC-C** Bridge demolition activities involving explosives will be avoided between March 1 through July 31.
- PS/LS/SC-D** Prior to use at the construction site, barges and any equipment that will be used in the water must be de-contaminated of invasive aquatic species according to protocol. (*Contractor*)

Monarch Butterfly:

MB-A To avoid impacts on monarch caterpillars during construction, contractors shall complete all initial vegetation disturbance before May 1 or after October 1. This initial disturbance can be a mow out of the entire area and does not require a full clearing and grubbing. Vegetation shall be maintained at below 6” height or less starting May 1 to October 1. If construction or Contractor activities within areas of suitable habitat are complete before October 1st, the area no longer needs to be mowed. This timing restriction ensures that vegetation removal does not occur during the period when monarch caterpillars are present on milkweed plants. (Contractor)

Piping Plover:

PP-4 Herbaceous species used for re-seeding within ¼ mile of the following locations: the west (Nebraska) and east (Iowa) banks of the Missouri River and several unnamed waterbodies will be native grass or forb species. Native shrub or woody species used in restoration should reach no more than 4 feet in height at maturity. These unnamed waterbodies are located at Mile Markers 0+30 (north and south) and 0+ 40 to 0+60 (north and south). (*Design, NDOT Environmental*)

PP-5 If nighttime work is planned between April 15 and August 15, lighting shall be limited to a Nominal CCT of 3000 +/- 300 K, shielded and directed away from the suitable habitat at the following locations: the west (Nebraska) and east (Iowa) banks of the Missouri River and several unnamed waterbodies located at Mile Markers 0+30 (north and south) and 0+ 40 to 0+60 (north and south). (*NDOT Environmental, Contractor*)

Rufa Red Knot: No conservation measures specified

Suckley’s Cuckoo Bumble Bee: No conservation measures specified

4. COORDINATION

Early outreach to regulatory and reviewing agencies was initiated during the Decatur Bridge Location and Environmental Study (Location/Environmental Study) to inform them of the potential project and obtain information with regard to their jurisdiction by law, properties they may own or manage, and design or operational criteria applicable to the design and construction of the project. Additional coordination has occurred since August 2025, when the NEPA process was initiated, and will continue throughout development of the Environmental Assessment (EA) and into final design, as needed. Because these meetings set the stage for the proposed project design and resulting impacts, the full list has been provided here. The following summarizes the agency coordination conducted to date – including the date, agencies in attendance, and discussion content. Meeting notes and presentations are included in the project file.

Pre-NEPA During the Decatur Bridge Location and Environmental Study:

- October 19, 2023 – USCG, NDOT, Iowa DOT - Project kick-off meeting to share the project description, timeline, coordination protocols, discuss consideration of bridge

- rehabilitation, bridge design parameters (horizontal clearance [existing and new location alignments], bridge vertical clearance [key elevations], river navigation [collision history, typical barge traffic, vessel collision]), anticipated removal depth for existing piers, need for navigation lighting and clearance gage requirements, construction requirements, and planned USCG industry meeting.
- November 3, 2023 – USACE, IDNR, NDOT, Iowa DOT - Project kick-off meeting to share the project description, timeline. Crossing concept study being conducted pre-NEPA, review of meeting with USCG on 10/19/2024, review of Missouri River navigation season, existing river structures, upcoming levee repairs, Section 408 triggers, hydrology and hydraulics study including scour and bathymetric survey, wetlands and agency management under the Missouri River Recovery Project (MRRP), and USACE real estate review process.
 - November 17, 2023 – USFWS, NGPC, NDOT, and Iowa DOT - Project kick-off meeting to share the project description, timeline, and scope. Reviewed the extent of the Initial Survey Area, public lands within the Initial Survey Area, protected species, and results of wetland field delineation and discussion of possible mitigation.
 - January 4, 2024 – USACE, NDOT – Meeting focused on river hydraulics - interpolation of flow data, stage-flow relationships at Decatur, 2% flow line, pier removal elevations to be used in hydraulic modeling for the project.
 - February 9, 2024 – IDNR, DWEE, NDOT - Floodplain Permitting - Project kick-off meeting to share the project description, timeline, and data collected to date (floodplain, property boundaries), USACE Missouri River Flow Frequency Study (2023), USACE HEC-RAS model, bridge history/scour issues, and flood map updates. Discussed permits anticipated for each state and potential need for a Conditional Letter of Map Revision (CLOMR).
 - May 9, 2024 – USCG, FHWA, NDOT, Iowa DOT – Meeting to discuss anticipated project schedule including NEPA process and permits, upcoming meeting with USACE (5/17/2024), water surface elevations, existing bridge clearances, proposed vertical clearance for new bridge, required horizontal clearance, new pier placement, conceptual crossing alignments under consideration, vessel traffic, construction considerations, and planned USCG industry meeting in 2025.
 - May 17, 2024 – USACE, FHWA, NDOT, Iowa DOT - Project update meeting to present initial purpose and need, alignment/alternative screening process, impacts that could trigger reviews under Section 404 and 408 and by the USACE Real Estate Division, reviewed USACE real estate process (acquisition/easements), and discussed anticipated NEPA schedule and permits.
 - September 25, 2024 - USACE, USCG, IDNR, FHWA, NDOT, Iowa DOT - Project update meeting to review anticipated NEPA schedule and unified timeline for USCG, USACE, and IDNR permitting during and after NEPA.
 - April 22, 2025 - FHWA extended invitations to the USACE (Omaha District, updated invitation to the Rock Island District on May 28, 2025) and the USCG (Heartland District, Western Rivers) to be Cooperating Agencies during the NEPA process. Each agency has jurisdiction by law with the authority to issue permits to construct the project. Both agencies also have special expertise and knowledge that is used in ongoing project development. Each agency accepted the role as a Cooperating Agency.

- May 13, 2025 – IDNR, DWEE, NDOT, Iowa DOT - Provide overview of project (description, timeline, Location/Environmental Study) and flood resiliency/risk-reduction strategies proposed as part of the project, and the anticipated need for a CLOMR.
- May 19, 2025 – NDOT, on behalf of FHWA, distributed agency scoping/early coordination packets to numerous local, state, and federal agencies (including USFWS, NGPC, and IDNR), and federally recognized tribes to obtain input on development of the EA for the Project. The comment period extended through June 13, 2025, with no agencies providing comments or feedback.
- July 29, 2025 – IDNR, NDOT, Iowa DOT – Meeting to review the two build alternatives recommended from the Location/Environmental Study, the anticipated impacts of each on the Upper Decatur Bend Wildlife Management Area (WMA), and potential mitigation requested by IDNR.

During the NEPA Process/Development of the EA:

- September 4, 2025 – FEMA, FHWA, NDOT, Iowa DOT – Provide overview of project to FEMA (description, timeline, Location/Environmental Study) and obtain information to support 1D hydraulic modeling and development of a potential CLOMR.
- December 5, 2025 – NGPC, IDNR, USACE, USFWS, NDOT, Iowa DOT – Joint coordination meeting to review the USFWS/FHWA/NDOT/NGPC Nebraska biological evaluation process, including discussion on the species to be included in the Individual Project Level Evaluation (IPLE) and data needs (pallid sturgeon research information). It was noted that all anticipated construction methods have not been finalized, but the Team is taking a worst-case scenario look at them to include any/all at this time, with some anticipated to be removed at a later date based on a Contractor’s actual proposed methods.

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Project Name: Decatur Bridge
C.N. 32395; P.N. STP-51-7(109)

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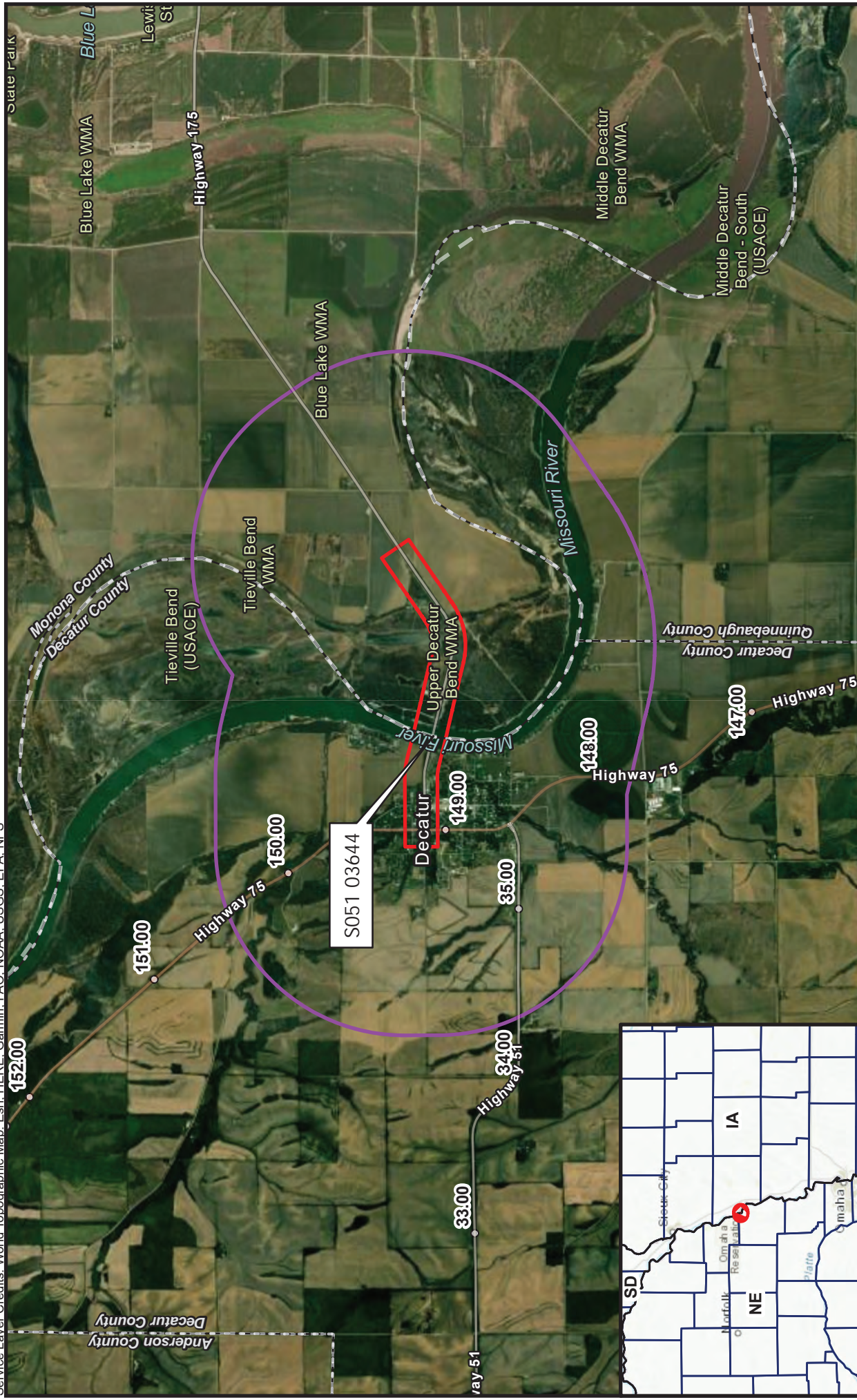
Williams, E.H., and L.P. Brower. (2015). Microclimatic protection of monarch butterflies provided by Mexico's high elevation Oyamel fir forests: A review. In K.S. Oberhauser, K.R. Nail, and S.M. Altizer SM (Eds.), *Monarchs in a Changing World: Biology and Conservation of an Iconic Insect* (pp. 109–116). Ithaca, NY: Cornell University Press.

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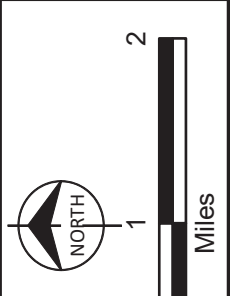
6. ADDITIONAL INFORMATION

A photosheet, proposed design drawings, and additional project materials are located in the consultant project file and at the Nebraska Department of Transportation Environmental Services Office.

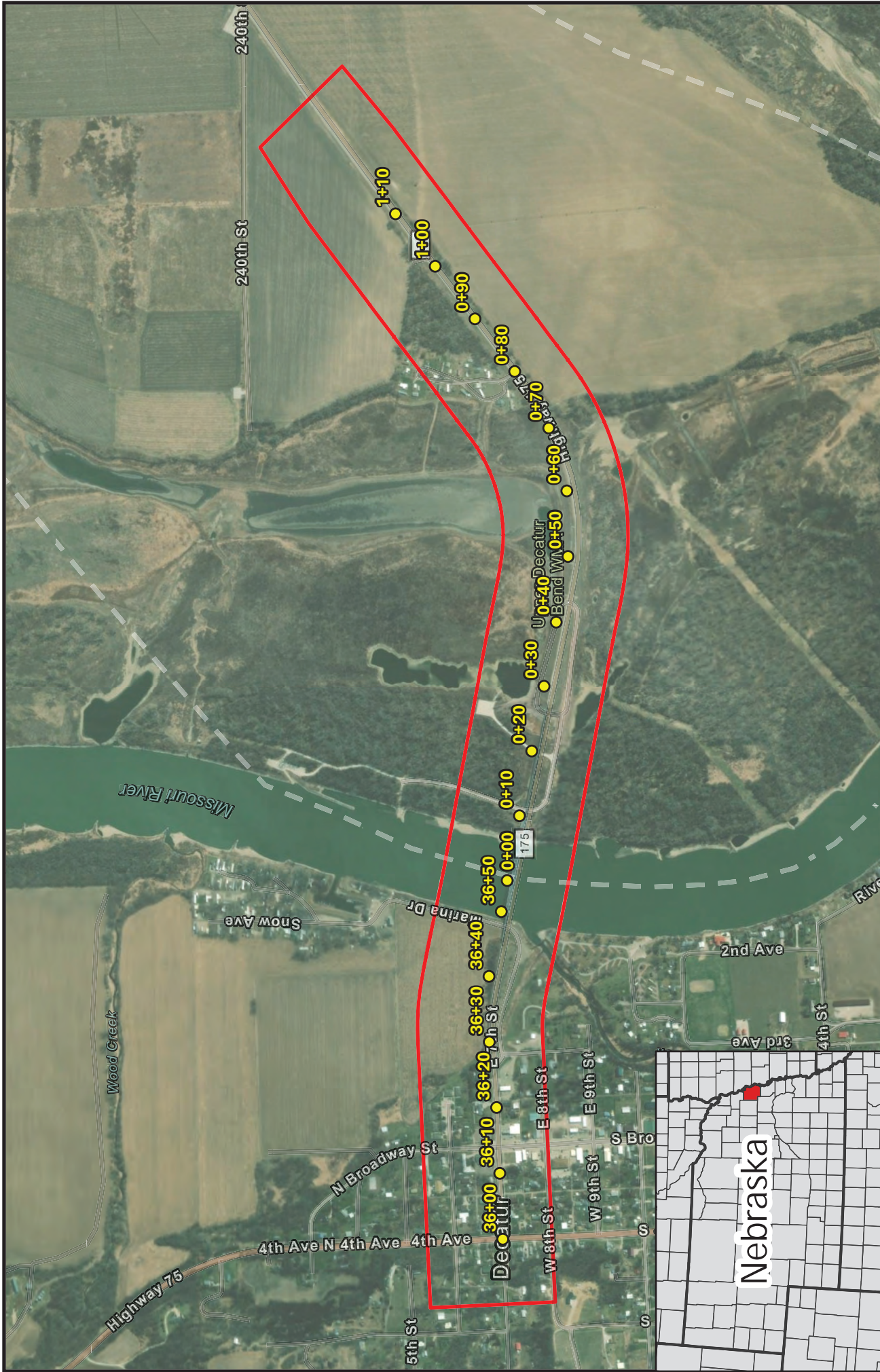
DRAFT



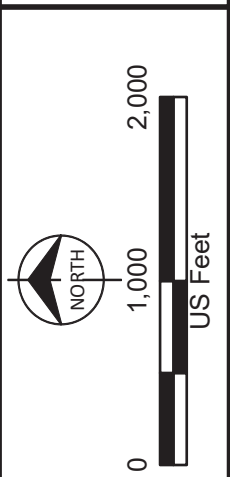
Aerial Map
 Decatur Bridge
 Project No. STP-51-7(109)
 Control No. 32395
 Burt County, Nebraska



- Study Area
- Action Area
- County Boundary
- Highway Mile Markers



Location of Unnamed Waterbodies
 in Relation to Mile Markers
 Decatur Bridge
 Project No. STP-51-7(109)
 Control No. 32395



 Initial Survey Area
 Highway Mile Markers



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Assistant Director-Ecological Services
1849 C Street Nw
Room 3345
Washington, DC 20240-0001
Phone: (202) 208-4646 Fax: (202) 208-5618

In Reply Refer To:

02/03/2026 17:21:15 UTC

Project code: 2025-0109404

Project Name: Decatur Bridge

Subject: Not Likely to Adversely Affect Concurrence verification letter for the 'Decatur Bridge' project under the December 13, 2024, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat.

To whom it may concern:

This letter records the determination of effects to federally listed (or proposed) bat species anticipated to result from the Decatur Bridge (the Project). This determination is based upon information you entered into the assisted determination key (Dkey) associated with the above referenced Programmatic Biological Opinion/Conference Opinion (PBO/PCO) in the U.S. Fish and Wildlife Service's (Service) Information for Planning and Consultation (IPaC) system on the date listed above to verify that the Project may rely on the concurrence provided in the PBO/PCO to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (16 USC 1536), as amended.

Ensuring Accurate Determinations When Using IPaC:

The Service developed the IPaC system and this Dkey in accordance with the ESA and based on the PBO/PCO. All information submitted by the project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in the Dkey invalidates this letter. Answers to certain questions in the Dkey commit the project proponent to implementation of conservation measures that must be followed for the ESA determinations to remain valid. Carefully review this letter, your ESA requirements are NOT yet complete.

Determinations:

Based on the information you provided (Project Description shown below), you have determined that the Project is within the scope and adheres to the criteria of the PBO/PCO, including the adoption of applicable avoidance and minimization measures. Based on your IPaC submission and the PBO/PCO, the Project is consistent with the following effect determinations:

Species	Listing Status	Determination
Northern Long-eared Bat (<i>Myotis septentrionalis</i>)	Endangered	NLAA

The tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can confer under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if the proposed species is listed. Should the tricolored bat be listed, agencies must review projects that are not yet complete, or projects with ongoing effects within the tricolored bat range that previously received a no effect or not likely to adversely affect (NLAA) determination from the key to confirm that the determination is still accurate.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Project does not meet the criteria for a NLAA determination under the PBO/PCO. **If the Service does not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Project under the terms of the NLAA concurrence provided in the PBO/PCO.** This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO/PCO.

If the Project is modified, or new information reveals that it may affect the Indiana bat, northern long-eared bat, or tricolored bat in a manner or to an extent not considered in the PBO/PCO, further review to conclude the requirements of ESA section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:

If your initial bridge, culvert, or structure assessment failed to detect Indiana bat, northern long-eared bat, or tricolored bat use or occupancy, yet bats are later detected prior to, or during construction, promptly notify the local Service Field Office within 2 working days of the discovery. In addition, please document whether incidental take occurred, and if so, the type (i.e. kill or harm) and amount (i.e. number of individuals) and submit documentation to the local Service Field Office within 5 working days from the completion of the bridge, culvert, or structure construction (use Appendix E - Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form in the [User's Guide](#)). In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service. In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service.

If the Project may affect any other federally listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Field Office is required for those species/designated critical habitat. If the Project has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency to contact this Service Field Office

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Pallid Sturgeon *Scaphirhynchus albus* Endangered
- Piping Plover *Charadrius melodus* Threatened
- Suckley's Cuckoo Bumble Bee *Bombus suckleyi* Proposed Endangered
- Western Regal Fritillary *Argynnis idalia occidentalis* Proposed Threatened

DRAFT

PROJECT DESCRIPTION

The following project name and description was collected in IPaC as part of the endangered species review process.

NAME

Decatur Bridge

DESCRIPTION

The existing Decatur Bridge (S051 03644) over the Missouri River will be removed and replaced following construction of a new bridge on an alignment north of the existing crossing. The old bridge will be dropped into the channel, broken down further, and removed from the channel in sections. The width of the new bridge will go from a 22.5 ft clear roadway to a 40 ft clear roadway with two 12 ft travel lanes and 8 ft shoulders. Work will be required in the waterway, anticipating the use of coffer dams to install the new river piers and to remove existing piers.

DRAFT

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@42.00759835,-96.23658410482287,14z>



DRAFT

DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the Indiana bat, northern long-eared bat or tricolored bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024.

QUALIFICATION INTERVIEW

1. Which Federal Agency is the lead federal agency the action?

A) Federal Highway Administration (FHWA)

2. Does the Action Area intersect the species list area of the Northern long-eared bat?

Automatically answered

Yes

3. [Semantic] Is any portion of the action area within a 0.5 mile radius of an entrance/opening to any known NLEB or TCB hibernacula?

Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact the Field Office listed in the letterhead of this letter.

Automatically answered

No

4. Does your project's activities include raising the road profile above the tree canopy in documented habitat for the Indiana bat, NLEB, or TCB?

Note: For the definition of documented habitat, refer to Appendix A: <https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat>

No

5. Is your project located within a karst area?

No

6. Will the project include bridge, culvert, or structure removal, replacement, and/or alteration activities?

Note: For definitions of bridge, culvert, and structure, refer to Appendix A: <https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat>.

Yes

7. Do your project's activities involve tree removal/trimming, temporary lighting, new/additional permanent lighting, ground disturbance, percussives that involves noise/vibration above existing background levels, vibrations, or slash pile burning?

Yes

8. Is there suitable summer habitat for the Indiana bat, NLEB, or TCB within the project action area?

Note: See the Service's summer survey guidance for current definitions of suitable habitat [<https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html>].

Yes

9. Have P/A surveys for the Indiana bat, NLEB, or TCB been conducted within the suitable summer habitat located within your project action area? This refers to mist-netting or acoustic surveys, not bridge assessments.

Note: See the Service's survey guidance <https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html>

Yes

SUBMITTED DOCUMENTS

- *31395 Decatur Bridge STP-51-7109 Acoustic Bat Survey Report_11042024_Packaged.pdf* <https://ipac.ecosphere.fws.gov/project/XQDSO73OFRFEZHSD54P2QGUKBI/projectDocuments/163392504>

10. Did the P/A surveys detect Indiana bats, NLEBs, or TCBs?

Note: If Indiana bats, NLEBs, or TCBs are detected, the action area is considered **documented habitat**.

No

11. Did the local Service Field Office verify that this P/A survey can be used to determine Indiana bat, NLEB, and TCB are **not likely to be present** within the suitable summer habitat located within your project area?

Yes

12. Will the project include **bridge** removal, replacement, and/or alteration activities?

Yes

13. Is there any suitable habitat for the Indiana bat or NLEB within 1,000 feet of the **bridge** (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)?

Yes

14. Has a Bridge Bat Assessment been conducted **within the last 24 months** to determine if the bridge is being used by the Indiana bat, NLEB, or TCB? If yes, upload assessment.

Note: Refer to the Service's current survey guidance for acceptable assessment practices and validity timeframe of bridge/culvert and structure bat assessments: <https://www.fws.gov/library/collections/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines>.

Yes

SUBMITTED DOCUMENTS

- *CN32395_DecaturBridge_bridge-culvert-bat-assessment-form-2022-bridge.pdf* <https://ipac.ecosphere.fws.gov/project/XQDSO73OFRFEZHSD54P2QGUKBI/projectDocuments/170716678>

15. Please select one of the following results of the Bridge Bat Assessment:
*c) Indicates the **absence** of Indiana bats, NLEBs, or TCBs roosting in/under the bridge (no bats, guano, etc.)?*
16. Does the project include **culvert** removal, replacement, and/or alteration activities?
Yes
17. Is there any suitable habitat for the Indiana bat or NLEB within 1,000 feet of the **culvert** (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)?
Yes
18. Does the culvert equal or exceed 23 feet (7.0 meters) in length?
Yes
19. Are the interior dimensions of the culvert less than 4.5 ft. in diameter/height?
No
20. Has a Culvert Bat Assessment been conducted within the last 24 months to determine if the culvert is being used by the Indiana bat, NLEB, or TCB? If yes, upload assessment.

Note: Refer to the Service's current survey guidance for acceptable assessment practices and validity timeframe of bridge/culvert and structure bat assessments: <https://www.fws.gov/library/collections/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines>.

Yes

SUBMITTED DOCUMENTS

- [CN32395_DecaturBridge_bridge-culvert-bat-assessment-form-2022_culvert.pdf](https://ipac.ecosphere.fws.gov/project/XQDSO73OFRFEZHSD54P2QGUKBI/projectDocuments/170716679)
<https://ipac.ecosphere.fws.gov/project/XQDSO73OFRFEZHSD54P2QGUKBI/projectDocuments/170716679>

21. Please select one of the following results of the Culvert Bat Assessment:
c) Did not detect any signs of Indiana bats, NLEBs, or TCBs roosting in/under the culvert (bats, guano, etc.)
22. Does the project include **structure** removal, replacement, and/or alteration activities?
No
23. Does the Action Area intersect the species list area of the tricolored Bat (TCB)?
Automatically answered
No
24. Does the Action Area intersect the species list area of the northern long-eared bat (NLEB)?
Automatically answered
Yes

PROJECT QUESTIONNAIRE

1. Have you made a No Effect determinations for all other species included on the FWS IPaC generated species list?
No

2. Have you made a May Affect determination for any other species on the FWS IPaC generated list?

Yes

3. Please enter the date of the bridge assessment.

8/15/2025

4. Please enter the date of the culvert assessment.

9/11/2025

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

GAMM1

Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs.

DRAFT

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING IBAT, NLEB, OR TCB

This key was last updated in IPaC on January 23, 2026. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) and may affect the federally listed endangered Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), and/or federally proposed endangered tricolored bat (*Perimyotis subflavus*).

This decision key should only be used to verify project applicability with the Service's Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024. The programmatic consultation limited transportation activities that may affect the covered bat species and addresses situations that are both likely and not likely to adversely affect the covered bat species. This decision key will assist in identifying the effect of a specific project/activity and the applicability of the programmatic consultation. The programmatic consultation is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic consultation, or that may affect ESA-listed species other than the Indiana bat, northern long-eared bat, or tricolored bat, or their designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Nebraska Department of Transportation

Name: Erika Hinz

Address: 1500 Nebraska Pkwy

City: Lincoln

State: NE

Zip: 68502

Email: erika.hinz@nebraska.gov

Phone: 4024793546

DRAFT

From: [Hauge, Todd A](#)
To: [Solomon, Nilah](#)
Cc: [Hinze, Erika](#); [Kyriss, Antoinette](#); [Hart, Raymond](#); [Steve, Olivia M](#)
Subject: RE: [EXTERNAL] Biological Assessment Review Request: Decatur Bridge; STP-51-7(109); 32395
Date: Friday, February 20, 2026 7:42:42 AM
Attachments: [image001.png](#)
[image002.png](#)

You don't often get email from todd.hauge@bia.gov. [Learn why this is important](#)

Nilah,

I have reviewed the Biological Assessment for the Decatur Bridge and believe the outlined remediations for species (**Lake Sturgeon, Pallid Sturgeon, Monarch Butterfly, Northern Long-eared Bat, Piping Plover, Rufa Red Knot, Sturgeon Chub, and Suckley's Cuckoo Bumble Bee**) with the "May affect, not likely to adversely affect" determination are inline with current regulations for habitat and species protection. If at some point during the project any of the species/habitats are detected, the remediations outlined may need to be revisited/revised to ensure protection of species/habitat encountered. This was stated in the Assessment and would expect the contractor to abide by these guidelines.

Just a note to cover my backside, I am writing this as engineer and not a qualified biologist! I have had experience with this process through my own projects here in the Region and have compared them side by side and everything looks well thought out and thoroughly put together. I would have no issues with proceeding with this project and assessment that Ms. Hinze has put together.

I hope this is helpful, let me know if there is anything else I can assist with!

Thank you,

Todd

Todd Hauge
Safety of Dams Engineer
Bureau of Indian Affairs - Great Plains Region
Phone: (605) 226.7757 | Mobile: (605) 216.5942

Email: Todd.Hauge@bia.gov

115 4th Avenue Southeast, Suite 400
Aberdeen, South Dakota 57401



From: Solomon, Nilah <Nilah.Solomon@bia.gov>
Sent: Thursday, February 19, 2026 8:56 AM
To: Hauge, Todd A <Todd.Hauge@bia.gov>
Cc: Hinz, Erika <erika.hinz@nebraska.gov>; Kyriss, Antoinette <Antoinette.Kyriss@bia.gov>; Hart, Raymond <Raymond.Hart@bia.gov>; Steve, Olivia M <olivia.steve@bia.gov>
Subject: Re: [EXTERNAL] Biological Assessment Review Request: Decatur Bridge; STP-51-7(109); 32395

Thank you so much Todd!!

Nilah J. Solomon
Superintendent
Bureau of Indian Affairs - Winnebago Agency
Phone: (402) 878-2502 | Mobile (712) 202-8805
Email: nilah.solomon@bia.gov
355, BIA Rd 3, Winnebago, Nebraska 68071



From: Hauge, Todd A <Todd.Hauge@bia.gov>
Sent: Thursday, February 19, 2026 8:44 AM
To: Solomon, Nilah <Nilah.Solomon@bia.gov>
Cc: Hinz, Erika <erika.hinz@nebraska.gov>; Kyriss, Antoinette <Antoinette.Kyriss@bia.gov>; Hart, Raymond <Raymond.Hart@bia.gov>; Steve, Olivia M <olivia.steve@bia.gov>
Subject: RE: [EXTERNAL] Biological Assessment Review Request: Decatur Bridge; STP-51-7(109); 32395

Nilah,
I have started looking into it but have not completed, but so far it looks pretty good. There are a few species that are noted to have a “May affect, not likely to adversely affect” determination. I am just looking at the remediation procedures and researching each species a bit. I will get any comments to you today or right away tomorrow.

Thank you,

Todd

Todd Hauge
Safety of Dams Engineer
Bureau of Indian Affairs - Great Plains Region

Phone: (605) 226.7757 | Mobile: (605) 216.5942

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From: Solomon, Nilah <Nilah.Solomon@bia.gov>

Sent: Thursday, February 19, 2026 8:40 AM

To: Hauge, Todd A <Todd.Hauge@bia.gov>

Cc: Hinz, Erika <erika.hinz@nebraska.gov>; Kyriss, Antoinette <Antoinette.Kyriss@bia.gov>; Hart, Raymond <Raymond.Hart@bia.gov>; Steve, Olivia M <olivia.steve@bia.gov>

Subject: Fw: [EXTERNAL] Biological Assessment Review Request: Decatur Bridge; STP-51-7(109); 32395

Good morning, Todd -

Have you had a chance to review/comment on the Biological Assessment, due March 4, 2026. Erika has made an inquiry. Please respond. Thank you!

Nilah J. Solomon

Superintendent

Bureau of Indian Affairs - Winnebago Agency

Phone: (402) 878-2502 | Mobile (712) 202-8805

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355, BIA Rd 3, Winnebago, Nebraska 68071



From: Solomon, Nilah <Nilah.Solomon@bia.gov>

Sent: Tuesday, February 10, 2026 10:20 AM

To: Hauge, Todd A <Todd.Hauge@bia.gov>

Cc: Hinz, Erika <Erika.Hinz@nebraska.gov>; Kyriss, Antoinette <Antoinette.Kyriss@bia.gov>; Hart, Raymond <Raymond.Hart@bia.gov>; Steve, Olivia M <olivia.steve@bia.gov>

Subject: Re: [EXTERNAL] Biological Assessment Review Request: Decatur Bridge; STP-51-7(109); 32395

Thank you Todd, your assistance is greatly appreciated!!

Nilah J. Solomon

Superintendent

Bureau of Indian Affairs - Winnebago Agency

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Email: nilah.solomon@bia.gov

355, BIA Rd 3, Winnebago, Nebraska 68071



From: Hauge, Todd A <Todd.Hauge@bia.gov>

Sent: Tuesday, February 10, 2026 9:54 AM

To: Solomon, Nilah <Nilah.Solomon@bia.gov>

Cc: Hinz, Erika <erika.hinz@nebraska.gov>; Kyriss, Antoinette <Antoinette.Kyriss@bia.gov>; Hart, Raymond <Raymond.Hart@bia.gov>; Steve, Olivia M <olivia.steve@bia.gov>

Subject: RE: [EXTERNAL] Biological Assessment Review Request: Decatur Bridge; STP-51-7(109); 32395

Nilah,

Thank you for reaching out. I just wanted to send a quick message to acknowledge receipt and let you know that I will do my best to start reviewing the Biological Assessment this week but if not I will get into it next week.

Thank you,

Todd

Todd Hauge

Safety of Dams Engineer

Bureau of Indian Affairs - Great Plains Region

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From: Solomon, Nilah <Nilah.Solomon@bia.gov>
Sent: Tuesday, February 10, 2026 8:59 AM
To: Hauge, Todd A <Todd.Hauge@bia.gov>; Estey, Heath <Heath.Estey@bia.gov>
Cc: Hinz, Erika <erika.hinz@nebraska.gov>; Kyriss, Antoinette <Antoinette.Kyriss@bia.gov>
Subject: Fw: [EXTERNAL] Biological Assessment Review Request: Decatur Bridge; STP-51-7(109); 32395

Good Morning -

I received an email request on February 4, 2026, for review of the Biological Assessment (attached). The Winnebago Agency does not have an Environmental Specialist and are requesting your assistance in providing comments or concerns regarding this project. The due date for a response is **March 4, 2026**.

I appreciate your assistance. Thank you!

Nilah J. Solomon
Superintendent
Bureau of Indian Affairs - Winnebago Agency
Phone: (402) 878-2502 | Mobile (712) 202-8805
Email: nilah.solomon@bia.gov
355, BIA Rd 3, Winnebago, Nebraska 68071



From: Hinz, Erika <Erika.Hinz@nebraska.gov>
Sent: Wednesday, February 4, 2026 10:05 AM
To: Solomon, Nilah <Nilah.Solomon@bia.gov>; tgrant2@theomahatribe.com
<tgrant2@theomahatribe.com>
Cc: Luther, Justin <justin.luther@dot.gov>; Pitts, Luke <luke.pitts@dot.gov>; Ondracek, Anna
<Anna.Ondracek@nebraska.gov>; Trenne, Ben <Ben.Trenne@nebraska.gov>;
brock.struecker@iowadot.us <brock.struecker@iowadot.us>; Duncan, Chelsea
<chelsea.duncan@iowadot.us>
Subject: [EXTERNAL] Biological Assessment Review Request: Decatur Bridge; STP-51-7(109); 32395

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good morning, Nilah and Tim,

My name is Erika Hinz, and I am a threatened and endangered species specialist with the Nebraska Department of Transportation (NDOT). NDOT, in partnership with Iowa DOT, has a federally-funded project with an action area that extends into tribal lands of the Omaha Tribe. Due to this, NDOT, on behalf of the Federal Highway Administration (FHWA), is respectfully requesting your review of the attached Draft Biological Assessment (BA) for any comments or concerns you have with this project as it relates to federally and state listed threatened and endangered species or other species of concern. The BA was developed utilizing the Programmatic Agreement among the FHWA, USFWS, NDOT, and NGPC for the Determination of Effects to State and Federally Listed Species from the Federal-Aid Highway Program.

Through the Draft BA, it is anticipated that the project, Decatur Bridge (CN 32395), **may affect, but is not likely to adversely affect Lake Sturgeon, Pallid Sturgeon, Monarch Butterfly, Northern Long-eared Bat, Piping Plover, Rufa Red Knot, Sturgeon Chub, and Suckley's Cuckoo Bumble Bee. The project would have no effect on all other state or federally-listed species or their designated habitat.** The FHWA is the lead agency on this project.

This project is located on Nebraska Highway 51 (N-51) / Iowa Highway 175 (IA-175) within Burt County, Nebraska, and Monona County, Iowa, at the bridge over the Missouri River (Structure Number S051 03644), mile marker (MM) 36.63. There is a project map included within the Draft BA. The improvements of this project consist of the

replacement of structure S051 03644, pavement reconstruction, storm sewer and culvert work, and guardrail replacement. Grading beyond the hinge point will be required for this project. This project will be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Temporary crossovers may be utilized to accommodate phasing requirements. Additional property rights will be required to build this project. Access to adjacent properties will be maintained during construction, but may be limited at times due to phasing requirements.

NDOT respectfully requests your review of the attached Draft BA. NDOT would appreciate your response on the effects determination for this project and invites you to ask questions or make comments regarding this determination. We are requesting any questions or concerns about this project by **March 4th, 2026**.

Thank you for your time and coordination on this project. We look forward to hearing from you.

Erika Hinz

Highway Environmental Biologist II - Threatened and Endangered Species

Nebraska Department of Transportation

1500 Nebraska Parkway, Lincoln, NE 68502

HOURS 7:00AM-3:30PM

PHONE 402-479-3546

erika.hinz@nebraska.gov

Appendix G

Agency and Tribal Coordination

Accessibility Support

This document may contain elements that are not fully accessible to screen readers. For a detailed explanation of the content or to request an alternative format, please contact Marissa Kuehn, NDOT Public Involvement Manager at marissa.kuehn@nebraska.gov or 402-479-4514

Chronology of Agency and Trial Coordination

	Date of Correspondence	Correspondence provided in an appendix to the EA	Correspondence in the Project File
USCG Project Kick-off Meeting	2023-10-19	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Identified consulting parties (Nebraska) invitation to participate/consult – Section 106-Early Coordination	2023-10-20	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USACE Project Kick-off Meeting	2023-11-03	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IDNR, NGPC, USFWS Project Kick-off Meeting	2023-11-17	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Iowa SHPO concurrence with Phase IA Archeological and Geomorphological Investigation	2023-10-20	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USACE Coordination Meeting	2024-01-04	<input type="checkbox"/>	<input checked="" type="checkbox"/>
DWEE, IDNR Coordination Meeting	2024-02-09	<input type="checkbox"/>	<input checked="" type="checkbox"/>
USCG Coordination Meeting	2024-05-09	<input type="checkbox"/>	<input checked="" type="checkbox"/>
USACE Coordination Meeting	2024-05-17	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Identified consulting parties (Nebraska) request for comments on cultural desktop review	2024-06-11	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USCG / USACE Joint Coordination Meeting	2024-09-25	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Iowa SHPO concurrence with Phase I Archeological and Geomorphological Investigation	2024-10-23	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Flandreau Santee Sioux, Omaha Tribe of Nebraska, Winnebago Tribe of Nebraska Tribal Survey/Field Review	2024-11-08	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USCG invitation to be a cooperating agency	2025-04-22	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USCG acceptance to be a cooperating agency	2025-04-24	<input checked="" type="checkbox"/>	<input type="checkbox"/>
DWEE, IDNR Coordination Meeting	2025-05-13	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Agency Scoping / Section 106 Early Coordination Packet	2025-05-19	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USACE invitation to be a cooperating agency	2025-05-19	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USACE acceptance to be a cooperating agency	2025-05-28	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prairie Band Potawatomi Nation – email deferring to Omaha and Winnebago tribes	2025-07-23	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IDNR Coordination Meeting	2025-07-29	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Chronology of Agency and Trial Coordination (cont'd)

FHWA recommends that there are no feasible and prudent alternatives to the use of this historic bridge, and that this use would fall under the Programmatic Section 4(f) Evaluation and Approval of FHWA Projects that Necessitate the Use of Historic Bridges.	2025-08-20	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Agency and Tribal Cultural request for comment on National Register of Historic Places eligibility and the project effects determination	2025-08-26	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Iowa Tribe of Kansas and Nebraska phone log	2025-08-27	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Winnebago Tribe of Nebraska correspondence	2025-08-27	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FEMA Coordination Meeting	2025-09-04	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Iowa SHPO request for concurrence of Adverse Effect	2025-09-05	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NESHPO concurrence of Adverse Effect	2025-09-05	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Iowa Tribal and Interested Parties request for concurrence of Adverse Effect	2025-09-16	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Northern Cheyenne concurrence with findings of adverse effect	2025-09-18	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lower Sioux Indian Community defer to local tribes of Nebraska	2025-09-30	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Iowa SHPO concurrence of Adverse Effect	2025-10-06	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IDNR Coordination Meeting	2025-10-17	<input type="checkbox"/>	<input checked="" type="checkbox"/>
USACE Coordination Meeting	2025-10-24	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ACHP deferred participation notification	2025-11-04	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 106 - Consultation	2025-11-21	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IDNR, NCPC, USACE, UFWS Joint Coordination Meeting	2025-12-05	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 106 - Consultation	2026-01-07	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USACE Coordination Meeting	2026-02-11	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Bureau of Indian Affairs, Omaha Tribe of Nebraska request for review of the draft Biological Assessment	2026-02-04	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Bureau of Indian Affairs response to review of the draft Biological Assessment	2026-02-20	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Section 106 – Early Coordination / Agency Scoping



10/20/2023

Nebraska DOT Project No: STP-51-7(109) CN 32395
Iowa DOT Project No: STP-175-1(106)—2C-67
Decatur Bridge Location and Environmental Study
Burt County, Nebraska and Monona County, Iowa

Jim Pillen, Governor

Section 106 - Early Coordination

The Decatur Bridge has provided regional connectivity between Burt County, Nebraska and Monona County Iowa for more than 70 years and serves as an important link to jobs and services across the Missouri River. The Nebraska Department of Transportation (NDOT) is pleased to partner with the Iowa Department of Transportation to complete the Decatur Bridge Location and Environmental Study Project (Project). This Project includes environmental studies to support the identification of potential solutions to improve the existing Missouri River crossing of Nebraska Highway 51 and Iowa Highway 175 over the Missouri River (Enclosure 1). The study of such possible future improvements to the crossing are subject to compliance with the National Environmental Policy Act (NEPA), Section 4(f) of the Department of Transportation (DOT) Act, and Section 106 of the National Historic Preservation Act (NHPA). FHWA is the lead federal agency and Nebraska will be the lead state.

The Project includes early concept, preliminary, and final design of a preferred alignment that may include removal and replacement of the bridge. As such, no formal Area of Potential Effects (APE) will be defined until the preferred alignment has been determined. An initial survey area has been established and comprises a 1,000-foot buffered area centered along the existing river crossing (bridge and connecting roadways) (Enclosure 1). Environmental surveys conducted within this area are intended to determine the presence or absence of key resources that could be affected by proposed improvements to the river crossing and to guide subsequent phases of the alignment and alternative development process.

Officially opened in 1956, the Decatur Bridge (Nebraska bridge structure no. S051 03644; NeHRSI BT03-0014) was determined eligible for listing in the National Register of Historic Places (NRHP) under Criterion A and C (Iowa SHPO, 2011; Nebraska SHPO, 2013).

We are beginning early cultural resource identification and evaluation efforts in support of the Project, and on behalf of FHWA, we invite your participation as a consulting party under 36 CFR 800.2(c).

Tribes: As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any sites of religious or cultural significance to your tribe [36 CFR 800.2(c)(2)(ii)].

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

Interested Parties: As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any historic properties [36 CFR 800.2(c)(3)].

SHPO: As part of this coordination effort, we are requesting your comments regarding any concerns you have that this project could impact any historic properties [36 CFR 800.2(c)(1)].

To aid in your initial assessment, please find attached a project location map. If you have any questions regarding this information, please do not hesitate to contact me using the information provided below. If you wish to speak to FHWA, please contact Dillon Dittmer, FHWA Nebraska Division at dillon.dittmer@dot.gov or 402-742-8465.

Thank you,

Stacy Stupka

Stacy Stupka

Cultural Resource Manager

stacy.stupka@nebraska.gov

402-479-3879

cc:

Dillon Dittmer, FHWA, Nebraska Division

Betty Gillespie, Nebraska SHPO

Tribes – Burt County Interest

Nebraska Commission on Indian Affairs

Burt County Board of Supervisors

Village of Decatur, Village Board

Burt County Historical Society

Decatur Museum

Brennan Dolan, Iowa DOT Cultural Resources

Janee Becker, Iowa DOT Cultural Resources

Michelle Winkelmann, Burns & McDonnell

ENCLOSURE:

1. Project Location Map

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

From: [Gillespie, Betty](#)
To: [Stupka, Stacy](#)
Cc: [Dittmer, Dillon \(FHWA\)](#)
Subject: RE: Nebraska DOT project Decatur Bridge Location and Environmental Study - Section 106 Early Coordination
Date: Thursday, November 2, 2023 11:03:32 AM
Attachments: [image007.png](#)

Morning Stacy,

Thank you for sending over the early coordination documents for the Decatur Bridge. At this time our main concern would be the Decatur Bridge itself with it being eligible for listing on the National Register. Any major changes to it or demolition would result in an Adverse Effect determination.

Within the initial survey area there is also the listed Fuller House on 8th Street to be aware of. It does not appear any of the other recorded structures within the survey area have had full determinations of eligibility made at this time.

Turning to archeology in the proposed survey area, it looks like there is a known archeological site just south of the bridge near the campgrounds but has previously been determined as not eligible for listing. A second known site is within the area as well in the western most portion but it also appears to have been determined as not eligible. Finally, a survey was completed in 1995 of the whole area along the river. This survey may be of particular help along the bluffs of the survey area.

Thank you again for this initial coordination and we look forward to future talks and plans for this project. The SHPO project number currently assigned to this project is 2310-076-01.

Best,

Betty Gillespie (She/Her)
Interim Deputy SHPO
Section 106 Review & Compliance Coordinator



P: 402-805-7392 | betty.gillespie@nebraska.gov
1500 R Street, Lincoln, NE 68508
history.nebraska.gov



From: Stupka, Stacy <stacy.stupka@nebraska.gov>
Sent: Friday, October 20, 2023 11:11 AM
To: NDOT Section106 <NDOT.Section106@nebraska.gov>
Cc: Dillon Dittmer <dillon.dittmer@dot.gov>; luther, justin <justin.luther@dot.gov>; Jurgens, Jason

<Jason.Jurgens@nebraska.gov>; Hartman, Jeff <jeff.hartman@nebraska.gov>; Trenne, Ben <Ben.Trenne@nebraska.gov>; Becker, Janee <Janee.Becker@iowadot.us>; Dolan, Brennan <Brennan.Dolan@iowadot.us>; Winkelmann, Michelle L <mlwinkelmann@burnsmcd.com>; Harris, Brandy M <bmharris@burnsmcd.com>

Subject: Nebraska DOT project Decatur Bridge Location and Environmental Study - Section 106 Early Coordination

Hello,

The Decatur Bridge has provided regional connectivity between Burt County, Nebraska and Monona County Iowa for more than 70 years and serves as an important link to jobs and services across the Missouri River. The Nebraska Department of Transportation (NDOT) is pleased to partner with the Iowa Department of Transportation to complete the Decatur Bridge Location and Environmental Study Project (Project). This Project includes environmental studies to support the identification of potential solutions to improve the existing Missouri River crossing of Nebraska Highway 51 and Iowa Highway 175 over the Missouri River, please see attached project location map (Enclosure 1).

The study of such possible future improvements to the crossing are subject to compliance with the National Environmental Policy Act (NEPA), Section 4(f) of the Department of Transportation (DOT) Act, and Section 106 of the National Historic Preservation Act (NHPA). FHWA is the lead federal agency and Nebraska will be the lead state.

The Project includes early concept, preliminary, and final design of a preferred alignment that may include removal and replacement of the bridge. As such, no formal Area of Potential Effects (APE) will be defined until the preferred alignment has been determined. An initial survey area has been established and comprises a 1,000-foot buffered area centered along the existing river crossing (bridge and connecting roadways). Environmental surveys conducted within this area are intended to determine the presence or absence of key resources that could be affected by proposed improvements to the river crossing and to guide subsequent phases of the alignment and alternative development process.

Officially opened in 1956, the Decatur Bridge (Nebraska bridge structure no. S051 03644; NeHRSI BT03-0014) was determined eligible for listing in the National Register of Historic Places (NRHP) under Criterion A and C (Iowa SHPO, 2011; Nebraska SHPO, 2013).

We are beginning early cultural resource identification and evaluation efforts in support of the Project, and on behalf of FHWA, we invite your participation as a consulting party under 36 CFR 800.2(c).

To aid in your initial assessment, please find attached a project location map (Enclosure 1) as well as a Google Earth kmz. If you have any questions regarding this information, please do not hesitate to contact me using the information provided below. If you wish to speak to FHWA, please contact Dillon Dittmer, FHWA Nebraska Division at dillon.dittmer@dot.gov or 402-742-8465.

Thank you for your time,
Stacy

Stacy Stupka

Cultural Resources Manager



1500 Nebraska Parkway | Lincoln, NE | 68509-4759
402.479.3879 | stacy.stupka@nebraska.gov
she/her

Pawnee Nation

Tuesday, November 28, 2023

NDOT Section 106 Team
Nebraska Department of Transportation

RE: *Proposed Early Concept, Preliminary, & Final Design for
Removal/Replacement of Bridge
STP-51-7(109) CN 32395
Burt County, Nebraska*

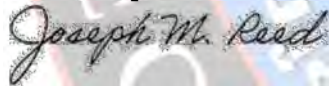
The Pawnee Nation Office of Historic Preservation has received the information and materials requested for our Section 106 Review and Consultation. Consultation with the Pawnee Nation is required by Section 106 of the National Historic Preservation Act of 1966 (NHPA) and 36 CFR Part 800.

Given the information provided, you are hereby notified that the proposed project/s will should not adversely affect the cultural landscape of the Pawnee Nation.

However, be advised that additional undiscovered properties could be encountered, and they must immediately be reported to us under both the National Historic Preservation Act and the Native American Graves Protection and Repatriation Act regulations.

This information is provided to assist you in complying with 36 CFR Part 800 for Section 106 Consultation procedures. Should you have questions, please do not hesitate to contact me at jreed@pawneenation.org or by phone at 918-762-2180 ext. 220. Thank you for your time and consideration.

Sincerely,



Matt Reed
Historic Preservation Officer
Pawnee Nation of Oklahoma

Historic Preservation Office
Matt Reed
Phone: 918.762.2180
E-mail: jreed@pawneenation.org
P.O. Box 470
Pawnee, Oklahoma 74058

From: [Stupka, Stacy](#)
To: [NDOT Section106](#)
Cc: [Dillon Dittmer](#); [luther_justin](#); [Jurgens, Jason](#); [Hartman, Jeff](#); [Trenne, Ben](#); [Becker, Janee](#); [Dolan, Brennan](#); [Winkelmann, Michelle L](#); [Harris, Brandy M](#)
Bcc: [Sunshine Thomas-Bear - Winnebago Tribe of Nebraska \(sunshine.bear@winnebagoTribe.com\)](#); [Jarell Grant](#); [Alan Kelley](#); [Lance M. Foster \(lfoster@lowas.org\)](#); [Elsie Whitehorn \(ewhitehorn@omTribe.org\)](#); [j.pourier@oglala.org](#); [Ricky Wright \(rwrightjr@poncatribe-ne.org\)](#); [tfoley@poncatribe-ne.org](#); [benridgley007@gmail.com](#); [Max Bear \(mbear@c-a-tribes.org\)](#); [Teanna Limpy \(teanna.limp@cheyennation.com\)](#); [Matt Reed \(mreed@pawneenation.org\)](#); [ademaray@mhanation.com](#); [Pemina Yellow Bird \(PemYB@outlook.com\)](#); [jmyrick@mhanation.com](#); [Mark Fox \(chairmanfox@mhanation.com\)](#); [yst.thpo@gmail.com](#); [Ione Quigley \(ione.quigley@rst-nsn.gov\)](#); [Gaiashkibos, Judi \(decaturclerk@nntc.net\)](#); [burtcomuseum@abbnebraska.com](#); [jane.judt@gmail.com](#); [Gillespie, Betty \(clerk@burtcountynegov\)](#)
Subject: Nebraska DOT project Decatur Bridge Location and Environmental Study - Section 106 Early Coordination
Date: Friday, October 20, 2023 11:11:00 AM
Attachments: [32395_Section 106_NDOT invitation to consult letter_10.20.2023.pdf](#)
[Enclosure 1_Decatur Bridge Initial SurveyArea_Aerial.pdf](#)
[32395 Decatur Initial Survey Area 2023-08-03.kmz](#)
[image003.png](#)

Hello,

The Decatur Bridge has provided regional connectivity between Burt County, Nebraska and Monona County Iowa for more than 70 years and serves as an important link to jobs and services across the Missouri River. The Nebraska Department of Transportation (NDOT) is pleased to partner with the Iowa Department of Transportation to complete the Decatur Bridge Location and Environmental Study Project (Project). This Project includes environmental studies to support the identification of potential solutions to improve the existing Missouri River crossing of Nebraska Highway 51 and Iowa Highway 175 over the Missouri River, please see attached project location map (Enclosure 1).

The study of such possible future improvements to the crossing are subject to compliance with the National Environmental Policy Act (NEPA), Section 4(f) of the Department of Transportation (DOT) Act, and Section 106 of the National Historic Preservation Act (NHPA). FHWA is the lead federal agency and Nebraska will be the lead state.

The Project includes early concept, preliminary, and final design of a preferred alignment that may include removal and replacement of the bridge. As such, no formal Area of Potential Effects (APE) will be defined until the preferred alignment has been determined. An initial survey area has been established and comprises a 1,000-foot buffered area centered along the existing river crossing (bridge and connecting roadways). Environmental surveys conducted within this area are intended to determine the presence or absence of key resources that could be affected by proposed improvements to the river crossing and to guide subsequent phases of the alignment and alternative development process.

Officially opened in 1956, the Decatur Bridge (Nebraska bridge structure no. S051 03644; NeHRSI BT03-0014) was determined eligible for listing in the National Register of Historic Places (NRHP) under Criterion A and C (Iowa SHPO, 2011; Nebraska SHPO, 2013).

We are beginning early cultural resource identification and evaluation efforts in support of the Project, and on behalf of FHWA, we invite your participation as a consulting party under 36 CFR 800.2(c).

To aid in your initial assessment, please find attached a project location map (Enclosure 1) as well as a Google Earth kmz. If you have any questions regarding this information, please do not hesitate to contact me using the information provided below. If you wish to speak to FHWA, please contact Dillon Dittmer, FHWA Nebraska Division at dillon.dittmer@dot.gov

or 402-742-8465.

Thank you for your time,
Stacy

Stacy Stupka
Cultural Resources Manager



1500 Nebraska Parkway | Lincoln, NE | 68509-4759
402.479.3879 | stacy.stupka@nebraska.gov
she/her

Location & Environment Bureau

800 Lincoln Way, Ames, IA 50010

Phone: 515.233.7820 | Email: janee.becker@iowadot.us

Iowa DOT Project Number: STP-175-1(106)--2C-67

Nebraska DOT Project Number: STP-51-7(109), CN 32395 (Project Lead)

Primary System

Monona County

R&C: **20231067477**

January 4, 2024

Ms. Sara André
Mr. Dan Higginbottom
State Historic Preservation Office
1963 Bell Ave., Suite 200
Des Moines, IA 50315

RE: Improvement Study for the IA 175 Decatur Bridge over the Missouri River; FHWA #036810; Historic Architectural Reconnaissance and Phase IA Archaeological and Geomorphological Evaluation, Monona County, Iowa

Dear Sara and Dan,

Enclosed for your review and comment is the historic architectural reconnaissance (Thompson 2024a) and Phase IA archaeological and geomorphological evaluation (Thompson 2024b) for the above referenced project. The Iowa Department of Transportation is partnering with **the Nebraska Department of Transportation, who will be the lead** for the project in an effort to improve the crossing of the Missouri River along IA 175 at the Decatur Bridge (FHWA #036810; 67-00750). It's unknown at this time what the alignment will be or how much right-of-way will be needed. Initial review of this project has identified a preliminary survey area for the Iowa side that measures 487.4 ac (197.2 ha).

The historic architectural reconnaissance (Thompson 2024a) consisted of an archival and site records search, assessment of the area for potential historic architectural resources, and a general historic context. The bridge (FHWA #036810; 67-00750) was previously determined eligible for the National Register of Historic Places under Criterion A and C by our 2011 statewide bridge study (Baynard et al. 2011). The reconnaissance also identified three parcels containing extant structures. They include a private campground owned by Decatur Lake Development Company that contains cabins, campers, and outbuildings, some of which may be 45 years of age or older; a rural residence that may be abandoned, and a single agricultural building. This reconnaissance also assessed the potential for historic-era shipwrecks and identified two wrecks (the Tennessee and Nugget) that have been mentioned near this area, however there is currently no historical or archaeological evidence for an extent steamboat wreckage site within the study area. Due to the presence of structures that are 45 years of age or older, it was recommended that an intensive architectural survey be completed for the study area.

The Phase IA archaeological and geomorphological assessment (Thompson 2024b) consisted of an archival and sites records search and desktop landform assessment for geological potential to contain prehistoric and historic archaeological sites. The study area has experienced extensive historic and modern scouring and redeposition of sediment over the western three-quarters and the remaining quarter is covered by older point bar deposits representing at least two alluvial packages. Overall, there is little to no potential for prehistoric archaeological sites, but these deposits do have potential for terminal late Prehistoric/proto historic and or historic period archaeological sites. This assessment recommended a geomorphic evaluation and Phase I archaeological survey of the study area.

If you agree with these findings, we ask that you sign the concurrence line noted below and provide any comments you have. At this time, we have not determined the effects of this project on cultural resources. If you have any questions, please feel free to call me at (515) 233-7820 or email me at jane.becker@iowadot.us.

Sincerely,



Janee Becker
Cultural Resources Manager/Archaeologist

Cc: Tribes/Nations – Monona County Interest
Monona County Historic Preservation Commission
Monona County Historical Museum
HistoricBridges.org
Jessica Felix – District 3 Engineer
Shane Tymkowicz – Assistant District 3 Engineer
DeeAnn Newell – NEPA Team Lead
Stacy Stupka – NE DOT Cultural Resources
Dawn Knott – NE DOT Project Manager
Michelle Winkelmann – Burns & McDonnell

Concur: See SHPO Comments Date: 02/13/2024
SHPO Architectural Historian

Concur: See SHPO Comments Date: 02/13/2024
SHPO Archaeologist

Comments:

From: [Sara Andre](#)
To: [Becker, Janee](#)
Cc: [Dolan, Brennan](#); branden.scott@iowaeda.com; shpo106@iowaeda.com
Subject: R&C 231067477 - 00048477 - FHWA - Monona - IA 175 Decatur Bridge Improvement Project over the Missouri River; FHWA #036810; Phase IA and Architectural Reconnaissance
Date: Tuesday, February 13, 2024 2:49:15 PM

CAUTION:

This email originated from outside the Iowa Department of Transportation.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

We have received your submittal for the above referenced federal undertaking. We provide the following response in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations 36 CFR 800.

Regarding this project, please see the following comments:

R&C 231067477 - 00048477 - FHWA - Monona - IA 175 Decatur Bridge Improvement Project over the Missouri River; FHWA #036810; Phase IA and Architectural Reconnaissance - The Iowa Department of Transportation is partnering with the Nebraska Department of Transportation, who will be the lead for the project in an effort to improve the crossing of the Missouri River along IA 175 at the Decatur Bridge (FHWA #036810; 67-00750)

- Thank you for providing us the opportunity to review and comment on both the *Phase IA Archeological and Geomorphological Review for Proposed Improvement of the IA 175 Bridge over the Missouri River, Franklin Township, Monona County, Iowa*, and *A Phase IA Historical Background and Architectural Review for Proposed Improvement of the IA 175 Bridge over the Missouri River, Franklin Township, Monona County, Iowa (Historical/Architectural Report)*, both documents prepared by Bear Creek Archeology, Inc. January 2024.
- SHPO archaeologists reviewed the *Phase IA Archeological and Geomorphological Review* and agree with the recommendations.
- SHPO agrees that the Decatur Bridge (ISIF# 67-00714) is still eligible for listing in the National Register of Historic Places.
- Comments on the Historical/Architectural Report
 - We do not agree that further survey of the campground is necessary. No further work needed.
 - The Historical/Architectural Report contains information about shipwrecks; this documentation would be more appropriately placed within the *Archeological and Geomorphological Review* report.
 - Additionally, it appears to be a combination of archeological reporting standards/language and historical/architectural survey/reporting standards. Above-ground surveys and related reports submitted to SHPO should meet or exceed the draft Guidelines for Historic Architectural Survey in Iowa, the National Park Service bulletin (#24) Guidelines for Local Surveys: A Basis for Preservation Planning, and the Secretary of the Interior's Standards and Guidelines for Historical Documentation.
 - It does not appear that a Secretary of the Interior (SoI) qualified historian/architectural historian was involved in the preparation of the report. SHPO would like to stress that it is important that the appropriate SoI qualified professional be involved in survey and reporting.
- We recognize the complexities in working on a project involving two states. Please keep us informed as the project and the consultation progresses, and feel free to reach out if there are additional questions or comments.

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Sincerely,

Sara André
Architectural Historian/Historic Preservation Specialist
State Historic Preservation Office
Pronouns: She/Her/Hers
sara.andre@iowaeda.com | +1 (515) 348-6286 | culture.iowaeda.com/shpo

Iowa Economic Development Authority





06/11/2024

Nebraska DOT Project No: STP-51-7(109) CN 32395
Iowa DOT Project No: STP-175-1(106)—2C-67
Decatur Bridge Location and Environmental Study
Burt County, Nebraska and Monona County, Iowa

Jim Pillen, Governor

Section 106 – Desktop Review Report, CR-NE Study Area Request for Review and Comment

NDOT invites your review and comment on the results of a desktop review completed for the Nebraska portion of the undertaking referenced above. As you may remember, the Nebraska Department of Transportation (NDOT) is partnering with the Iowa Department of Transportation and the Federal Highway Administration (FHWA) in an effort to improve the crossing of the Missouri River at Decatur, Nebraska.

The project is still in the early stages of planning and is in the pre-NEPA stage, therefore, a formal Area of Potential Effects (APE) has not been defined but will be defined when a preferred alignment has been determined. The initial survey area comprises a 1,000-foot buffered area centered along the existing river crossing. The enclosed desktop review (Enclosure 1) completes a file search of the initial survey area including a 1-mile buffer around the Nebraska (CR-NE Study Area) portion of the project. The enclosed letter report provides information regarding previously identified archeological sites as well as previously identified architectural resources located within the Nebraska portion of the project (Enclosure 1, Gottsfield, 2023).

Gottsfield indicates that nine archeological sites have been previously recorded within the CR-NE Study Area, two of which fall within the Initial Survey Area (Enclosure 1, Table 1; Attachment: Figures 2 and 3). Three prehistoric sites have been recommended as potentially eligible for inclusion on the National Register of Historic Places (NRHP). Five sites have been recommended as potentially not eligible for inclusion on the NRHP and one site has not been assessed for NRHP status.

Gottsfield further reports that the Missouri River valley landforms have variable archeological potential. The landforms created in the nineteenth and twentieth century have low potential for all resources except for maritime resources. If extant, the maritime resources would be deeply buried. Landforms in the Elm Creek valley and adjoining portions in the Missouri River valley have a higher potential for surface and deeply buried resources due to their expected age of formation throughout the Holocene (Enclosure 1, Figures 1 and 2).

Regarding architectural and structural properties, 38 above-ground resources have been inventoried within the CR-NE Study Area (Enclosure 1, Table 3; Attachment: Figures 1 and 2). Of the 38 resources, 33 have not been assessed for NRHP eligibility. One resource is listed on

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

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EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

the NRHP (A.B. Fuller House – BT03-004), and four resources (BT03-0007, BT03-0014, BT03-0015, and BT03-0031) are recommended potentially eligible for listing on the NRHP (Attachment: Figure 3). BT03-0007 is a dwelling. BT03-0014 is the Decatur Bridge, and BT03-0015 is the Village Hall. BT03-0031 is a Decatur School building.

Efforts to identify and evaluate historic properties have not yet been completed and no project effect determinations have been made. The enclosed report recommends a mixture of pedestrian survey and shovel testing. Geophysical surveys or mechanical deep testing would be employed to determine presence or absence of any maritime resources.

We invite your comments the enclosed desktop review letter report. If you have any questions regarding this information, please do not hesitate to contact me using the information provided below. If you wish to speak to FHWA, please contact Luke Pitts, FHWA Nebraska Division luke.pitts@dot.gov or 402-742-8466.

Thank you ,

Stacy Stupka

Stacy Stupka
Cultural Resource Team Lead
stacy.stupka@nebraska.gov
402-479-3879

cc:

Luke Pitts, FHWA, Nebraska Division
Betty Gillespie, Nebraska SHPO
Tribes – Burt County Area of Interest
Nebraska Commission on Indian Affairs
Burt County Board of Supervisors
Village of Decatur, Village Board
Burt County Historical Society
Decatur Museum
Brennan Dolan, Iowa DOT Cultural Resources
Janee Becker, Iowa DOT Cultural Resources
Michelle Winkelmann, Burns & McDonnell

ENCLOSURE:

1. Desktop Review Report, CR-NE Study Area

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



From: gary.lafranier@cheyennenation.com
To: [NDOT Section106](#)
Subject: 10 Projects
Date: Wednesday, July 24, 2024 5:57:56 PM
Importance: High

Good Afternoon,

US-6 - Platte River, STP-44-1(107), CN 71270: Northern Cheyenne is requesting a Class I and or Class III report before any determination.

Merritt Dam North, STP-97-4(114), CN 81074: Northern Cheyenne is requesting a Class I and or Class III report before any determination.

Decatur Bridge Location and Environmental Study, Burt County Nebraska and Monona County Iowa - Northern Cheyenne is requesting a Class I and or Class III report before any determination.

NDOT Project Central City Viaduct_RRZ-TMT-14-2(123)_CN 42013 Northern Cheyenne concurs with findings of No Historic Properties.

Nebraska DOT project In Red Cloud_NH-281-1(117)_42619: Will the project affect any historic buildings, etc.? If not, it would be safe to have a determination of No Adverse Effect.

NDOT Project: US-81 – Thayer/Jefferson County Line, STP-8-5(112), CN 42865: Northern Cheyenne is requesting a Class I and or Class III report before any determination.

NDOT Project N-50 Ramp, Omaha_NH-MTIS-80-9(201)_CN 22850: Northern Cheyenne concurs with findings of No Historic Properties.

NDOT Project: Alexandria West, BRO-7085(41), CN 42997: Northern Cheyenne is requesting a Class I and or Class III report before any determination.

NDOT Project: Genoa Northwest, BRO-7063(9), CN 42998: Northern Cheyenne is requesting a Class I and or Class III report before any determination.

NDOT Project: 71237, NH-6-3(133) N-46 West: Northern Cheyenne concurs with findings of No Historic Properties.

Thank You,

Gary LaFranier

FCC/ Section 106 Coordinator

(406) 477-8114

Lame Deer, MT. 59043



Hinono'ei'ino'
 Northern Arapaho Tribe
 TRIBAL HISTORIC PRESERVATION OFFICE
 P.O. Box 67 - St. Stephens, Wyoming 82524
 PH: 307.856.1628 FX: 307.856.1974



Date: 8/30/24

Contact Name: Stacy Stupka **Contact Phone:** none provided

Email Address: stacy.stupka@nebraska.gov

Company Name: Nebraska Department of Transportation

Company Address: not provided

City: Belden **State:** NE **Zip Code:** 68717

RE: *Decatur Bridge Location and Environmental Study*

Dear Sir or Madam:

After reviewing your request under the Section 106 process of the NHPA, and NEPA, our office would like to comment on the proposed project. The Northern Arapaho Tribal Historic Preservation Office makes the following determination:

Defer to local THPO/Cultural Resource Office

Site Visit: _____ Tribal Monitor: _____

Our office has come to this determination by drawing conclusions from the survey and file search from maps depicting the provenience of sites regarding the Direct and Visual APE.

Within the Area of Potential Effect, there are:

Cultural Resources: _____

Eligible Historic Properties: _____

Probability of properties of religious and cultural significance to the Northern Arapaho: HIGH

If traditional cultural properties, rock features, or human remains are found during excavation with any new ground disturbance, we request to be contacted and a report provided.

Thank you for consulting with the Northern Arapaho THPO.

Sincerely,
Crystal C'Bearing
THPO Director
crystal.cbearing@northernarapaho.com

838

From: [Stupka, Stacy](#)
To: [NDOT Section106](#); [Gillespie, Betty](#); [Gaiashkibos, Judi](#); [Sunshine Thomas-Bear - Winnebago Tribe of Nebraska \(sunshine.bear@winnebagotribe.com\)](#); [Jarell Grant](#); [Mark Parker \(mark.parker@theomahatribe.com\)](#); [Lance M. Foster \(lfoster@iowas.org\)](#); [Alan Kelley](#); [Elsie Whitehorn \(ewhitehorn@omtribe.org\)](#); [j.pourier@ogla.org](#); [Theresa Foley](#); [Ricky Wright \(rwrightjr@poncatribes-ne.org\)](#); [benridgley007@gmail.com](#); [crystal.cbearing@northernarapaho.com](#); [Max Bear \(mbear@c-a-tribes.org\)](#); [Teanna Limpy \(teanna.limpy@cheyennenation.com\)](#); [ademaray@mhanation.com](#); [Pemina Yellow Bird \(PemYB@outlook.com\)](#); [yst.thpo@gmail.com](#); [Lone Quigley \(lone.quigley@rst-nsn.gov\)](#); [clerk@burtcountyne.gov](#); [decaturclerk@nntc.net](#); [burtcomuseum@abbnebraska.com](#); [jane.judt@gmail.com](#)
Cc: [luke.pitts](#); [Luther, Justin](#); [Jurgens, Jason](#); [Dolan, Brennan](#); [Becker, Janee](#); [Winkelman, Michelle L](#)
Subject: Decatur Bridge Location and Environmental Study, Burt County Nebraska and Monona County Iowa - Desktop Review Report (Nebraska portion); request for review and comment
Date: Tuesday, June 11, 2024 11:19:52 AM
Attachments: [32395 Section 106_NDOT invitation to comment on desktop review_06.11.2024.pdf](#)
[32395 Enclosure 1 Decatur Bridge Study Nebraska Cultural Resources Desktop Review 20231002.pdf](#)
[image002.png](#)

Hello,

NDOT invites your review and comment on the results of a desktop review completed for the Nebraska portion of the undertaking referenced above. As you may remember, the Nebraska Department of Transportation (NDOT) is partnering with the Iowa Department of Transportation and the Federal Highway Administration (FHWA) in an effort to improve the crossing of the Missouri River at Decatur, Nebraska.

The project is still in the early stages of planning and is in the pre-NEPA stage, therefore, a formal Area of Potential Effects (APE) has not been defined but will be defined when a preferred alignment has been determined. The initial survey area comprises a 1,000-foot buffered area centered along the existing river crossing. The enclosed desktop review (Enclosure 1) completes a file search of the initial survey area including a 1-mile buffer around the Nebraska (CR-NE Study Area) portion of the project. The enclosed letter report provides information regarding previously identified archeological sites as well as previously identified architectural resources located within the Nebraska portion of the project (Enclosure 1, Gottsfield, 2023).

Efforts to identify and evaluate historic properties have not yet been completed and no project effect determinations have been made. The enclosed report recommends a mixture of pedestrian survey and shovel testing. Geophysical surveys or mechanical deep testing would be employed to determine presence or absence of any maritime resources.

We invite your comments the enclosed desktop review letter report. If you have any questions regarding this information, please do not hesitate to contact me using the information provided below. If you wish to speak to FHWA, please contact Luke Pitts, FHWA Nebraska Division luke.pitts@dot.gov or 402-742-8466.

Thank you for your time,
Stacy

Stacy Stupka
Cultural Resources Team Lead



402.479.3879 | stacy.stupka@nebraska.gov
she/her

October 23, 2024

Iowa DOT Ref. STP-175-1(106)--2C-67
Nebraska DOT Ref. STP-51-7(109), CN 32395 (Project Lead)
Primary System
Monona County
R&C: 20231067477Mr. Branden Scott
State Historic Preservation Office
1963 Bell Avenue, Suite 200
Des Moines, Iowa 50315

RE: Phase I Archaeological and Geomorphological Investigation for the Improvement Study for the IA 175 Decatur Bridge over the Missouri River (FHWA #036810; 67-00750), [Sec 17 & 18, T83N-R46W] Monona County, Iowa; **No Project Determination**

Dear Branden:

Enclosed for your review and comment is the Phase I archaeological and geomorphological investigation (Langseth and Layzell 2024) for the above referenced project. The Iowa Department of Transportation is partnering with the Nebraska Department of Transportation, who will be the lead for the project in an effort to improve the crossing of the Missouri River along IA 175 at the Decatur Bridge (FHWA #036810; 67-00750). It's unknown at this time what the alignment will be or how much right-of-way will be needed. Initial review of this project has identified a preliminary survey area for the Iowa side that measures 487.4 ac (197.2 ha).

The archaeological investigation consisted of an archival and site records search, soils assessment, geomorphological investigation, pedestrian survey, and subsurface testing ($n = 328$). The survey area extends along three nearly level terrace treads overlooking the Missouri River channel. The soils assessment suggests historic and modern alluvial sediments cover the surveyed area. The geomorphological investigation included a visual assessment and extraction of hand probes by the consultant and a formal geomorphological investigation using a trailer mounted Giddings hydraulic coring rig by the Kansas Geological Survey, University of Kansas. The geomorphological investigation identified that the landforms consisted of relatively young alluvial sediments that date from the modern era in the western portion to possibly as early as the Late-Precontact to Protohistoric period in the eastern portion, which displayed surficial soil development. No buried surfaces were identified during this investigation. Pedestrian survey was completed in areas with sufficient ground surface visibility and identified three archaeological sites (13MN97-99; Table 1). All three archaeological sites were identified as late nineteenth to twentieth century Euro-American farmsteads/residences. Subsurface testing of these sites showed that subsurface deposits were mostly contained within plowzone and disturbed contexts and did not identify any features. As these sites were primarily contained within disturbed contexts and no cultural features were identified, 13MN97, 13MN98, and 13MN99 were recommended not eligible for the National Register of Historic Places. No further archaeological work was recommended for the 487.4 ac (197.2 ha) surveyed under this investigation.

Table 1 – Identified Archaeological Sites

Site Number	Site Type	NRHP Recommendation
13MN97	Historic farm/residence	Not Eligible
13MN98	Historic farm/residence	Not Eligible
13MN99	Historic farm/residence	Not Eligible

If you agree with these findings, we ask that you sign the concurrence line noted below and provide any comments you have. At this time, we have not determined the effects of this project on cultural resources. If you have any questions, please contact me at (515) 233-7820 or janee.becker@iowadot.us.

Sincerely,



Janee Becker
Cultural Resources Manager/Archaeologist

- cc: Tribes/Nations – Monona County Interest
- Jessica Felix – District 3 Engineer
- Shane Tymkowicz – Assistant District 3 Engineer
- DeeAnn Newell – NEPA Team Lead
- Stacy Stupka – NE DOT Cultural Resources
- Dawn Knott – NE DOT Project Manager
- Michelle Winkelmann – Burns & McDonnell

Concur: See Concurrence Email Date: 11/07/2024
SHPO Archaeologist

Comments:
See Concurrence Email for additional comments

From: branden.scott@email.iowaeda.com
To: [Becker, Janee](mailto:Becker_Janee)
Cc: [Dolan, Brennan](mailto:Dolan_Brennan); branden.scott@iowaeda.com; shpo106@iowaeda.com; derek@bearcreekarcheology.com; sara.andre@iowaeda.com
Subject: R&C 231067477 - 00048477 - FHWA - Monona - IA 175 Decatur Bridge Improvement Project over the Missouri River; FHWA #036810; Phase IA and Architectural Reconnaissance
Date: Thursday, November 7, 2024 11:54:56 AM

CAUTION:

This email originated from outside the Iowa Department of Transportation.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ms. Becker:

We have received your submittal for the above referenced federal undertaking. We provide the following response in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations 36 CFR 800.

Regarding this project, please see the following comments:

R&C 231067477 - 00048477 - FHWA - Monona - IA 175 Decatur Bridge Improvement Project over the Missouri River; FHWA #036810; Phase IA and Architectural Reconnaissance - The Iowa Department of Transportation is partnering with the Nebraska Department of Transportation, who will be the lead for the project in an effort to improve the crossing of the Missouri River along IA 175 at the Decatur Bridge (FHWA #036810; 67-00750)

Thank you for providing us with a copy of "Phase I Archeological Survey for Proposed Improvements to the Iowa 175 Bridge Spanning the Missouri River, Franklin Township, Monona County, Iowa" prepared by Bear Creek Archeology. For this phase of the project, you have requested that we review the completeness of this report and the recommendations provided by the consultant. At this time, no federal determination of effect has been provided and additional information is forthcoming. Therefore, we are offering this opinion as "technical assistance". After reviewing the report, we believe that the fieldwork and reporting are consistent with Association of Iowa Archaeologists guidelines. We do note, however, that the consulting archaeologist plans to update the report once a final geomorphological/geoarchaeological assessment is provided the University of Kansas. As this report is still in "draft" stages, we cannot yet accept it into our permanent holdings. Barring any significant changes to the report, the findings can be used to support an agency determination of effect. Please provide a final copy of the report when it is completed.

The consulting archaeologist identified three sites within the APE (13MN97, 13MN98, 13MN99). The consulting archaeologist recommended that all three of these sites are not eligible for listing to the National Register of Historic Places. We agree with the consulting archaeologist.

This case will be returned so that consultation on this undertaking can continue. You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

With kind regards,
Branden K. Scott
Archaeologist, State Historic Preservation Office
branden.scott@iowaeda.com | 515.348.6291 | culture.iowaeda.com/shpo

Iowa Economic Development Authority

----- Original Message -----

From: sara.andre@email.iowaeda.com [sara.andre@email.iowaeda.com]

Sent: 9/6/2024 2:53 PM

To: janee.becker@iowadot.us

Cc: brennan.dolan@iowadot.us; branden.scott@iowaeda.com; shpo106@iowaeda.com

Subject: R&C 231067477 - 00048477 - FHWA - Monona - IA 175 Decatur Bridge Improvement Project over the Missouri River; FHWA #036810; Phase IA and Architectural Reconnaissance

We have received your submittal for the above referenced federal undertaking. We provide the following response in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations 36 CFR 800.

Regarding this project, please see the following comments:

R&C 231067477 - 00048477 - FHWA - Monona - IA 175 Decatur Bridge Improvement Project over the Missouri River; FHWA #036810; Phase IA and Architectural Reconnaissance - The Iowa Department of Transportation is partnering with the Nebraska Department of Transportation, who will be the lead for the project in an effort to improve the crossing of the Missouri River along IA 175 at the Decatur Bridge (FHWA #036810; 67-00750)

Thank you for the information regarding the public meetings held in August.

At this point, we have no further comments regarding historic resources. Please see our February 13, 2024 response (also below) for those comments.

Please keep us informed of the project, especially changes that may occur. We look forward to continuing consultation with you regarding this project.

The case in ESHPO will be returned to you to enable ongoing consultation.

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Sincerely,

Sara André

Deputy State Historic Preservation Officer

Review and Compliance Coordinator

State Historic Preservation Office

Pronouns: She/Her/Hers

sara.andre@iowaeda.com | +1 (515) 348-6286 | culture.iowaeda.com/shpo

Iowa Economic Development Authority

----- Original Message -----

From: Sara Andre [sara.andre@iowa.gov]

Sent: 2/13/2024 2:49 PM

To: janee.becker@iowadot.us

Cc: brennan.dolan@iowadot.us; branden.scott@iowaeda.com; shpo106@iowaeda.com

Subject: R&C 231067477 - 00048477 - FHWA - Monona - IA 175 Decatur Bridge Improvement Project over the Missouri River; FHWA #036810; Phase IA and Architectural Reconnaissance

We have received your submittal for the above referenced federal undertaking. We provide the following response in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations 36 CFR 800.

Regarding this project, please see the following comments:

R&C 231067477 - 00048477 - FHWA - Monona - IA 175 Decatur Bridge Improvement Project over the Missouri River; FHWA #036810; Phase IA and Architectural Reconnaissance - The Iowa Department of Transportation is partnering with the Nebraska Department of Transportation, who will be the lead for the project in an effort to improve the crossing of the Missouri River along IA 175 at the Decatur Bridge (FHWA #036810; 67-00750)

Thank you for providing us the opportunity to review and comment on both the Phase IA Archeological and Geomorphological Review for Proposed Improvement of the IA 175 Bridge over the Missouri River, Franklin Township, Monona County, Iowa, and A Phase IA Historical Background and Architectural Review for Proposed Improvement of the IA 175 Bridge over the Missouri River, Franklin Township, Monona County, Iowa (Historical/Architectural Report), both documents prepared by Bear Creek Archeology, Inc. January 2024.

SHPO archaeologists reviewed the Phase IA Archeological and Geomorphological Review and agree with the recommendations.

SHPO agrees that the Decatur Bridge (ISIF# 67-00714) is still eligible for listing in the National Register of Historic Places.

Comments on the Historical/Architectural Report

We do not agree that further survey of the campground is necessary. No further work needed. The Historical/Architectural Report contains information about shipwrecks; this documentation would be more appropriately placed within the Archeological and Geomorphological Review report. Additionally, it appears to be a combination of archeological reporting standards/language and historical/architectural survey/reporting standards. Above-ground surveys and related reports submitted to SHPO should meet or exceed the draft Guidelines for Historic Architectural Survey in Iowa, the National Park Service bulletin (#24) Guidelines for Local Surveys: A Basis for Preservation Planning, and the Secretary of the Interior's Standards and Guidelines for Historical Documentation.

It does not appear that a Secretary of the Interior (SoI) qualified historian/architectural historian was involved in the preparation of the report. SHPO would like to stress that it is important that the appropriate SoI qualified professional be involved in survey and reporting.

We recognize the complexities in working on a project involving two states. Please keep us informed as the project and the consultation progresses, and feel free to reach out if there are additional questions or comments.

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Sincerely,

Sara André

Architectural Historian/Historic Preservation Specialist

State Historic Preservation Office

Pronouns: She/Her/Hers

sara.andre@iowaeda.com | +1 (515) 348-6286 | culture.iowaeda.com/shpo

Iowa Economic Development Authority 

From: [Dolan, Brennan](#)
To: [Felix, Jessica](#); [Poole, Angela](#); [Stupka, Stacy](#); [Winkelmann, Michelle L](#); [Becker, Janee](#)
Cc: [Domogalla, Kevin](#); [Tymkowicz, Shane](#); [Tracy, Sarah](#); [Cannon-Mackey, Shari](#); [LaPietra, Mike \(FHWA\)](#)
Subject: FW: NE 51 / IA 175 Decatur Bridge - Week of Nov 18 - Tribal Surveys
Date: Tuesday, December 3, 2024 8:57:16 AM
Attachments: [image002.png](#)
[image004.png](#)
[Project Safety Plan for STP-175-1\(106\)--2C-67.pdf](#)

Jessica / Angie / Stacy / Michelle / Janee –

As noted below I was in the field the week of Nov 18 with three of our consulting Tribes/Nations who had requested either Tribal Survey or Field Review for the subject Project.

- Flandreau Santee Sioux (Tim Mentz Jr/Dennis Gill Sr)
- Omaha Tribe of Nebraska (Mark Parker/Jarell Grant)
- Winnebago Tribe of Nebraska (Sunshine Thomas-Bear)

In brief the Tribal Survey or Field Review findings were as follows:

1. No sharing of information about known sites or traditional cultural places/properties was provided or known. All three Tribes/Nations said that they would continue to check records.
2. The Omaha Tribe / Winnebago Tribe requested a joint field review with NE DOT (Stupka) and IA DOT (Dolan) once we are nearing a preferred alternative, largely to share with Tribal Council members (Stacy and I discussed yesterday).
3. The Omaha Tribe / Winnebago Tribe shared a concern for cultural materials in fill of roadway (as has recently occurred in MN - <https://www.startribune.com/indigenous-remains-unearthed-at-site-of-major-duluth-road-project/600257832>)

As we near a preferred alternative, please know that Stacy and I will be working to jointly coordinate bullet #2. If there are any as-builts known for the project please let me know, as I will share with our Tribal partners.

Please let me know if you have any questions,

Brennan Dolan, RPA 16260
Cultural Resources Team Lead/Tribal Liaison
Location and Environment Bureau
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010
515-239-1795
brennan.dolan@iowadot.us
iowadot.gov



From: Dolan, Brennan

Sent: Tuesday, November 12, 2024 11:23 AM

To: Poole, Angela <Angela.Poole@iowadot.us>; Felix, Jessica <Jessica.Felix@iowadot.us>

Cc: Becker, Janee <Janee.Becker@iowadot.us>; McCullough, Susan

<Susan.Mccullough@iowadot.us>; Tymkowicz, Shane <Shane.Tymkowicz@iowadot.us>; Tracy, Sarah <Sarah.Tracy@iowadot.us>

Subject: IA 175 Decatur Bridge - Week of Nov 18 - Tribal Surveys

Angie / Jessica –

This is just a heads up, I don't need a response.

I will be in the field next week completing tribal review of this project. To date the following Tribes are planning to join me:

- Flandreau Santee Sioux (Tim Mentz/Sara Childers)
- Omaha Tribe of Nebraska (Mark Parker)
- Winnebago Tribe of Nebraska (Sunshine Thomas-Bear)

I have contacted landowners and the Iowa DNR. I suspect most of our work will be on foot. The weather looks seasonal. My safety plan is attached.

Let me know if you have any questions,

Brennan Dolan, RPA 16260
Cultural Resources Team Lead/Tribal Liaison

Location and Environment Bureau
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010
515-239-1795

brennan.dolan@iowadot.us

iowadot.gov



Cooperating Agency Invitation & Response

Winkelmann, Michelle L

From: Pitts, Luke (FHWA) <luke.pitts@dot.gov>
Sent: Tuesday, April 22, 2025 3:46 PM
To: 'Eric.Washburn@uscg.mil'; 'David.a.Orzechowski@uscg.mil'
Cc: LaPietra, Mike (FHWA); Luther, Justin (FHWA); Knott, Dawn; jon.barber; Ondracek, Anna; Schwienebart, Christine; Winkelmann, Michelle L; Cannon-Mackey, Shari
Subject: USCG Cooperating Agency Invitation: Decatur Bridge_STP-51-7(109)_CN 32395
Attachments: USCG Cooperating Agency Invitation Decatur Bridge_STP-51-7(109)_CN 32395.pdf

Mr. Washburn and Mr. Orzechowski,

The Nebraska Department of Transportation (NDOT), in partnership with the Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA), is proposing the improvement of the Nebraska Highway 51 (N-51) and Iowa Highway 175 (IA-175) crossing of the Missouri River connecting Burt County, Nebraska and Monona County, Iowa. We invite USCG to be a cooperating agency for the project. Please see the attached formal invitation. To keep the project schedule, we request USCG provide a written response either accepting or declining this invitation within 15 days of the date of this letter.

Please let us know if you have any questions.

Thank you.

Luke Pitts, PMP
Environmental Specialist
Federal Highway Administration
Nebraska Division
402.742.8466

Luke Pitts, PMP
Environmental Specialist
Federal Highway Administration
Nebraska Division
402.742.8466



U.S. Department
of Transportation
**Federal Highway
Administration**

NEBRASKA DIVISION

April 22, 2025

100 Centennial Mall North, Rm 220
Lincoln, Nebraska 68508
402-742-8460
402-742-8480
FHWA.NE@dot.gov

Eric Washburn
Bridge Supervisor
Eighth Coast Guard District Bridge Office
1222 Spruce Street, Room 2, 102D
St. Louis MO 63103-2832
Eric.Washburn@uscg.mil
618.623.2745

David Orzechowski
Eighth Coast Guard District Bridge Office
1222 Spruce Street, Room 2, 102D
St. Louis MO 63103-2832
David.a.Orzechowski@uscg.mil
314.269.2382

Re: Invitation to the United States Coast Guard to Become a Cooperating Agency for the Proposed Nebraska Department of Transportation and Iowa Department of Transportation Project to Replace the Decatur Bridge over the Missouri River Connecting Burt County, Nebraska and Monona County, Iowa
STP-51-7(109), CN 32395

Dear Mr. Washburn and Mr. Orzechowski:

The Nebraska Department of Transportation (NDOT), in partnership with the Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA), is proposing the improvement of the Nebraska Highway 51 (N-51) and Iowa Highway 175 (IA-175) crossing of the Missouri River connecting Burt County, Nebraska and Monona County, Iowa (see attachments). The Decatur Bridge Location and Environmental Study completed by NDOT and the Iowa DOT in November 2024 identified two build alternatives to be carried forward for further analysis in accordance with the National Environmental Policy Act (NEPA).

The purpose of the project is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity, improve the condition of the river crossing, and improve the resiliency of the crossing against flooding.

The United States Coast Guard (USCG) has been identified as having an interest in the Decatur Bridge because of the agency's jurisdiction over navigable waters in the project area under Section 9 of the Rivers and Harbors Act of 1899 and expertise in river navigation and water-related resources.

Role as a Cooperating Agency: As a cooperating agency for the Decatur Bridge Environmental Assessment, the USCG will be afforded the opportunity, together with the public, to review the purpose and need established for the proposed project and to provide input into the evaluation of reasonable alternatives. The USCG's involvement should include those areas under its jurisdiction and expertise, with no direct writing or analysis expected in preparation of the environmental document. FHWA invites the USCG to:

- Participate in the NEPA process at the earliest practicable time.
- Participate in the scoping process (Agency Scoping invitations will be distributed in the next several weeks).
- Support the development of information and scoping of environmental and engineering analyses for areas under your jurisdiction or expertise.
- Make staff available under your own funding mechanisms to support the interdisciplinary review of the proposed action.
- Consult with FHWA, NDOT, Iowa DOT, and other Cooperating Agencies in developing and meeting the project schedule.
- Meet FHWA's schedule for providing comments and limiting your agency's comments to those matters under your jurisdiction by law or areas of special expertise.
- Issue environmental documents or decisions, when practicable, jointly with FHWA, NDOT, and Iowa DOT or using the documentation developed by FHWA to support the issuance of your own decision document.

Response Requested: We request USCG provide a written response either accepting or declining this invitation within 15 days of the date of this letter. If your agency declines this invitation, please indicate the reason for declining. Please submit your response, including confirmation of your project point of contact via email to Luke Pitts, FHWA Environmental Protection Specialist, luke.pitts@dot.gov

If you have any questions or would like to discuss the project in more detail or your agency's respective roles and responsibilities during the preparation of the Decatur Bridge Environmental Assessment, please contact Jon Barber, Environmental Documents Supervisor, jon.barber@nebraska.gov.

Thank you for your consideration and interest in the Decatur Bridge Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Luke Pitts". The signature is written in a cursive, slightly slanted style.

Luke Pitts
Environmental Specialist
Federal Highway Administration
Nebraska Division
402.742.8466

Attachments:

Project Location Map

Cc: Mike LaPietra, FHWA Iowa Division
Dawn Knott, NDOT
Jon Barber, NDOT
Anna Ondracek, NDOT
Christine Schwienebart, Iowa DOT
Michelle Winkelmann, Burns & McDonnell
Shari Cannon-Mackey, Burns & McDonnell



Project Location

The Nebraska Department of Transportation (NDOT), in partnership with the Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA), is proposing the improvement of the Nebraska Highway 51 (N-51) and Iowa Highway 175 (IA-175) crossing of the Missouri River connecting Burt County, Nebraska and Monona County, Iowa, known as the Decatur Bridge.

The Decatur Bridge (S051 03644), constructed in 1951 and opened to traffic in 1956, has been determined eligible for listing in the National Register of Historic Places (NRHP).

Commander
United States Coast Guard
Eighth Coast Guard District

1222 Spruce St, Room 2.1020
St. Louis, MO 63103
Staff Symbol: dwb
Phone: (314) 269-2382
Email:
David.A.Orzechowski@uscg.mil

**U.S. Department of
Homeland Security**

**United States
Coast Guard**

16591 /691.0 MOR
April24,2025

Mr. Luke Pitts
Federal Highway Administration
Nebraska Division
100 Centennial Mall North, Rm 220
Lincoln, NE 68508

Dear Mr. Pitts:

The Coast Guard has established a bridge permitting project for the proposed highway fixed bridge-Decatur Bridge across Missouri River, mile 691.0 at Decatur, Burt County, Nebraska.

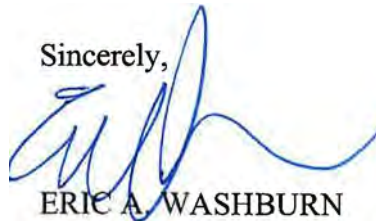
The Coast Guard hereby accepts Cooperating Agency/Consulting Party status with the Federal Highway Administration - FHWA as the Lead Federal Agency (LFA) for the above Federal undertaking as requested in your letter dated April 22, 2025. This designation applies to compliance with the National Environmental Policy Act (NEPA) (42 U.S.C. 4321, et seq), National Historic Preservation Act (NHPA) of 1966 (54 U.S.C. § 306108, et seq) (if applicable), and all other applicable environmental control laws.

If the NHPA has application in this project, the Coast Guard does not intend to serve as signatory to the MOA, unless assigned responsibilities to carry out functions within the Memorandum of Agreement (MOA) (beyond issuance of a Coast Guard Bridge Permit).

The Coast Guard Bridge Permit Application Guide (BPAG), Commandant Publication P16591.3D, and BPAG Applicant Template are enclosed to provide information concerning the environmental documentation requirements related to Coast Guard bridge permitting.

Please contact Mr. David A. Orzechowski, project officer, at the above telephone number or email address if you have any questions. Please maintain frequent and regular contact with the project officer to ensure efficient and effective project administration.

Sincerely,



ERIC A. WASHBURN

Bridge Supervisor, Western Rivers

By direction of the District Commander

16591 /691.0 MOR
April24,2025

Encl: Bridge Permit Application Guide, COMDTPUB P16195.3D and BPAG Applicant Template located at <https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-SP/Marine-Transportation-Systems-CG-5PW./Office-of-Bridge-Programs/Bridge-Permit-Application-Process/>

Copy: CG Sector UMR, Waterways Management
U.S. Army Corps of Engineers, Kansas City District
Federal Highways Administration, Iowa Division



U.S. Department
of Transportation
**Federal Highway
Administration**

NEBRASKA DIVISION

May 19, 2025

100 Centennial Mall North, Rm 220
Lincoln, Nebraska 68508
402-742-8460
FHWA.NE@dot.gov

Colonel Robert J. Newbauer
Commander and District Engineer
US Army Corps of Engineering, Omaha District
1616 Capitol Avenue
Omaha NE 68102-4901

Re: Invitation to the United States Army Corps of Engineers to Become a Cooperating Agency for the Proposed Nebraska Department of Transportation and Iowa Department of Transportation Project to Replace the Decatur Bridge over the Missouri River Connecting Burt County, Nebraska and Monona County, Iowa
STP-51-7(109), CN 32395

Dear Colonel Newbauer:

The Nebraska Department of Transportation (NDOT), in partnership with the Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA), is proposing the improvement of the Nebraska Highway 51 (N-51) and Iowa Highway 175 (IA-175) crossing of the Missouri River connecting Burt County, Nebraska and Monona County, Iowa (see attachments). The Decatur Bridge Location and Environmental Study completed by NDOT and the Iowa DOT in November 2024 identified two build alternatives to be carried forward for further analysis in accordance with the National Environmental Policy Act (NEPA).

The purpose of the project is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity, improve the condition of the river crossing, and improve the resiliency of the crossing against flooding.

The United States Army Corps of Engineers (USACE) has been identified as having an interest in the Decatur Bridge because of the agency's jurisdiction under Section 404 of the Clean Water Act and Section 14 (codified as 33 USC 408) of the Rivers and Harbors Act of 1899, ownership of mitigation easements within the project area, and expertise in hydrology, water features, and water-related resources.

Role as a Cooperating Agency: As a cooperating agency for the Decatur Bridge Environmental Assessment, the USACE will be afforded the opportunity, together with the public, to review the purpose and need established for the proposed project and to provide input into the evaluation of reasonable alternatives. The USACE's involvement should include those areas under its

jurisdiction and expertise, with no direct writing or analysis expected in preparation of the environmental document. FHWA invites the USAGE to:

- Participate in the NEPA process at the earliest practicable time.
- Participate in the scoping process (Agency Scoping invitations will be distributed in the next several weeks).
- Support the development of information and scoping of environmental and engineering analyses for areas under your jurisdiction or expertise.
- Make staff available under your own funding mechanisms to support the interdisciplinary review of the proposed action.
- Consult with FHWA, NDOT, Iowa DOT, and other Cooperating Agencies in developing and meeting the project schedule.
- Meet FHWA's schedule for providing comments and limiting your agency's comments to those matters under your jurisdiction by law or areas of special expertise.
- Issue environmental documents or decisions, when practicable, jointly with FHWA, NDOT, and Iowa DOT or using the documentation developed by FHWA to support the issuance of your own decision document.

Response Requested: We request USAGE provide a written response either accepting or declining this invitation within 15 days of the date of this letter. If your agency declines this invitation, please indicate the reason for declining. Please submit your response, including confirmation of your project point of contact via email to Luke Pitts, FHWA Environmental Protection Specialist, luke.pitts@dot.gov

If you have any questions or would like to discuss the project in more detail or your agency's respective roles and responsibilities during the preparation of the Decatur Bridge Environmental Assessment, please contact Jon Barber, Environmental Documents Supervisor, jon.barber@nebraska.gov.

Thank you for your consideration and interest in the Decatur Bridge Project

Sincerely,

Digitally signed by
JAMES R SIMERL
Date: 2025.05.19
15:17:27 -05'00'

James R. Simerl
Acting Division Administrator

Attachments:

Project Location Map

Cc: Sean Litteral, FHWA Iowa Division
Dawn Knott, NDOT
Jon Barber, NDOT
Christine Schwienebart, Iowa DOT
Michelle Winkelmann, Burns & McDonnell
Shari Cannon-Mackey, Burns & McDonnell



Project Location

The Nebraska Department of Transportation (NDOT), in partnership with the Iowa Department of Transportation (Iowa DOT) and the Federal Highway Administration (FHWA), is proposing the improvement of the Nebraska Highway 51 (N-51) and Iowa Highway 175 (IA-175) crossing of the Missouri River connecting Burt County, Nebraska and Monona County, Iowa, known as the Decatur Bridge.

The Decatur Bridge (S051 03644), constructed in 1951 and opened to traffic in 1956, has been determined eligible for listing in the National Register of Historic Places (NRHP).

From: [Pitts, Luke \(FHWA\)](#)
To: [Winkelmann, Michelle L](#); [Coburn, John](#); [Domogalla, Kevin](#); [Harvey, Kirk](#); [Ondracek, Anna](#); "Raaska, AJ"; [Shreya Aritree](#); [Stupka, Stacy](#); [Ferdon, Andrew S](#); [Zillig, Kyle](#); [Narigon, Linda](#); [Pottorff, Justin](#); [Schwienebart, Christine](#); [Todsens, Michael](#); [Tracy, Sarah](#); [Mitrising, Andrew S \(Drew\)](#); [Cannon-Mackey, Shari](#)
Cc: [Barron, Ross](#); [Hummel, Lisa K](#); [Knott, Dawn](#); [Laffin, Diane](#); [Harris, Brandy M](#); [Becker, Janee](#); [Felix, Jessica](#); [Newell, Deeann](#); [Schmit, Brandon N](#)
Subject: FW: 408-NWO-2023-0050 / RE: USACE Cooperating Agency Invitation: Decatur Bridge_STP-51-7(109)_CN 32395
Date: Thursday, May 29, 2025 11:31:08 AM
Attachments: [USACE CooperatingAgencyInvite 2025-05-19-2025-signed.pdf](#)

Decatur Project Team,

Please see the attached FHWA invitation to USACE and the USACE response below.

Let me know if you have any questions.

Luke Pitts, PMP

Environmental Specialist
Federal Highway Administration
Nebraska Division
402.742.8466

From: Nebel, Adam R CIV USARMY CENWO (USA) <Adam.R.Nebel@usace.army.mil>
Sent: Wednesday, May 28, 2025 4:11 PM
To: Pitts, Luke (FHWA) <luke.pitts@dot.gov>; Grauf, Jeremy CIV USARMY CENWO (USA) <Jeremy.Grauf@usace.army.mil>
Cc: Luther, Justin (FHWA) <Justin.Luther@dot.gov>; Harbison, Brett A CIV (USA) <Brett.Harbison@usace.army.mil>; Podkowka, Rebecca L CIV USARMY CENWO (USA) <Rebecca.L.Podkowka@usace.army.mil>; Steele, Abigail A CIV USARMY CEMVR (USA) <Abigail.A.Steele@usace.army.mil>; Scott, Aurora C CIV USARMY CEMVR (USA) <Aurora.C.Scott@usace.army.mil>; Bentzinger, Ruth E CIV USARMY CENWO (USA) <Ruth.E.Bentzinger@usace.army.mil>
Subject: 408-NWO-2023-0050 / RE: USACE Cooperating Agency Invitation: Decatur Bridge_STP-51-7(109)_CN 32395

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Luke,

This approach works great. Thank you for the updated letter.

The USACE accepts the FHWA's cooperating agency invitation for the subject Decatur Bridge project, proposing the improvement of the Nebraska Highway 51 (N-51) and Iowa Highway 175 (IA-175) crossing of the Missouri River connecting Burt County, Nebraska and Monona County, Iowa. Portions

of the project will require USACE review and approval under Section 404 of the Clean Water Act (33 U.S.C. 1344) and Section 14 of the Rivers and Harbors Act (33 U.S.C. 408) for alterations to the Missouri River Bank Stabilization and Navigation Project (BSNP) and Missouri River Recovery Program (MRRP), and associated USACE Real Estate instruments. Most of the proposed project study area is within the Omaha District's Regulatory and Civil Works areas of responsibility, however a portion of the project is within Rock Island District's Regulatory area of responsibility. Omaha District has coordinated with Rock Island District (cc'd) and determined Omaha District will be the lead USACE district for this project.

Brett Harbison will be the point of contact for the USACE Nebraska Regulatory Office (Section 404). [Reference # TBD]

I (Adam Nebel) will be the point of contact for the Section 408. [Reference # 408-NWO-2023-0050] I have also cc'd Ruth Bentzinger with the USACE Missouri River Project Office (MRPO) which oversees alterations to MRRP lands.

In accordance with 42 U.S.C 4321 et seq., USACE Omaha District accepts Cooperating Agency status for the Decatur Bridge project and recognizes FHWA as the Lead Agency for NEPA on these actions. We will continue to work together in attempt to minimize duplication of efforts and to the maximum extent practicable, will adopt and utilize analysis conducted for the development of environmental documents.

Let us know if you have any questions.

Thank you,

Adam Nebel
Section 408 Coordinator & Program Manager
U.S. Army Corps of Engineers - Omaha District
Planning Branch, CENWO-PMA-A
1616 Capitol Avenue
Omaha, NE 68102
(402) 995-2068
<https://www.nwo.usace.army.mil/Missions/Civil-Works/Section-408/>

Adverse Effect Determination Review & Concurrence



U.S. Department
of Transportation
**Federal Highway
Administration**

NEBRASKA DIVISION

August 20, 2025

100 Centennial Mall North, Rm 220
Lincoln, Nebraska 68508
402-742-8460
FHWA.NE@dot.gov

Janee Becker
Cultural Resources Manager
Location and Environment Bureau
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Nebraska DOT Project No: STP-51-7(109) CN 32395
Iowa DOT Project No: STP-175-1(106)—2C-67
Burt County, Nebraska and Monona County, Iowa

Dear Ms. Becker:

Regarding the undertaking referenced above, one historic property, the Decatur Bridge, has been identified in the Section 106 area of potential effects (APE).

The FHWA is the lead federal agency. Based on the Alternatives Analysis, which considered avoidance and minimization measures, the consideration of project effects, and public input, we recommend that there are no feasible and prudent alternatives that avoid the demolition of the bridge. Therefore, the proposed undertaking would have an adverse effect on historic properties. FHWA has made a project effects determination of *adverse effect*. FHWA will notify the Advisory Council on Historic Preservation of this adverse effect.

It is recommended that there are no feasible and prudent alternatives to the use of this historic bridge, and FHWA recommends that this use would fall under the Programmatic Section 4(f) Evaluation and Approval of FHWA Projects that Necessitate the Use of Historic Bridges.

Please let me know if you have any questions.

Sincerely,

Luke Pitts
Environmental Protection Specialist
luke.pitts@dot.gov
402-742-8466

cc: Sean Litteral, FHWA, Iowa Division
Stacy Stupka, NDOT
Dawn Knott, NDOT
Anna Ondracek, NDOT



U.S. Department
of Transportation
**Federal Highway
Administration**

NEBRASKA DIVISION

August 26, 2025

100 Centennial Mall North, Rm 220
Lincoln, Nebraska 68508
402-742-8460
402-742-8480
FHWA.NE@dot.gov

Michael Sothan
Deputy State Historic Preservation Officer
Nebraska State Historical Society
1500 R ST
Lincoln, NE 68508

RE: NDOT Project No: STP-51-7(109) CN 32395, Decatur Bridge, Burt County, Nebraska and
Monona County, Iowa Cultural Resources Evaluation

Dear Mr. Sothan:

The Nebraska Department of Transportation (NDOT), in partnership with the Iowa Department of Transportation (Iowa DOT), proposes to construct the project referenced above using funds from the Federal Highway Administration (FHWA). The Project is in Burt County, Nebraska and Monona County, Iowa, along Nebraska Highway 51 (N-51) and Iowa Highway 175 (IA-175) (Enclosure 1). Because of FHWA involvement, the proposed project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR Part 800), requiring federal agencies to consider and consult about the effects of proposed projects on historic (National Register of Historic Places [NRHP]-listed or eligible) properties.

An Environmental Assessment (EA) is currently being prepared, within which the results of Section 106 consultation will be included. As an EA, this project has not been assigned to NDOT pursuant to 23 U.S.C. §326, commonly referred to as "CE Assignment." FHWA Nebraska Division is the lead federal agency. An evaluation of the potential for cultural resources, archeological, architectural, and structural, is provided below and in the accompanying enclosures. Please review this documentation as required under Section 106 of the NHPA of 1966, as amended, and implementing regulations at 36 CFR Part 800.

The US Army Corps of Engineers (USACE), Omaha District; US Coast Guard (USCG), Eighth Coast Guard District; Nebraska State Historic Preservation Office (NESHPO); Iowa SHPO; Burt County, Nebraska; Monona County, Iowa, Monona County Historic Preservation Commission, the Village of Decatur, Nebraska; and City of Onawa, Iowa have been identified as consulting parties for this project.

Further, the following tribes have been identified as having an interest in the Project Area: Arapahoe Tribe of the Wind River Reservation, Wyoming, Cheyenne and Arapaho Tribes, Flandreau Santee Sioux, Iowa Tribe of Kansas and Nebraska, Iowa Tribe of Oklahoma, Northern Cheyenne Tribe of the

Northern Cheyenne Indian Reservation, Montana, Oglala Sioux Tribe, Omaha Tribe of Nebraska, Otoe-Missouria Tribe of Indians, Pawnee Nation of Oklahoma, Peoria Tribe of Indians of Oklahoma, Ponca Tribe of Nebraska, Prairie Band Potawatomi Nation, Prairie Island Indian Community, Rosebud Sioux Tribe, Sac & Fox Nation of Oklahoma, Sac & Fox Tribe of the Mississippi in Iowa, Santee Sioux Nation, Sisseton-Wahpeton Oyate, Spirit Lake Tribe, Three Affiliated Tribes, Upper Sioux Community, Winnebago Tribe of Nebraska, and Yankton Sioux.

Project Description Summary

The project is proposed along N-51 / IA-175 within Burt County, Nebraska and Monona County, Iowa, at the bridge over the Missouri River (Structure Number S051 03644), mile marker (MM) 36.63. Construction may begin just east of Broadway Street in Decatur, Nebraska, at MM 36.17, and end near IA-175 reference post (RP) 1.09 to accommodate the replacement of the structure.

During the *Decatur Bridge Location and Environmental Study*,¹ conducted in 2023-2024, NDOT and Iowa DOT developed and screened a universe of alternatives to improve the N-51/IA-175 crossing of the Missouri River. The alternatives included the No Build, Rehabilitation of the existing bridge, Use of Another River Crossing, Transportation Systems Management (TSM)/Transportation Demand Management (TDM), Alternate Transportation Modes, and several alignments for a new river crossing including the existing N-51/IA-175 location. These alternatives were shared with, and the DOTs received input from agencies, a Community Advisory Group (CAG), and the public.

The build alternative under consideration would remove the existing bridge (S051 03644) and replace the crossing with a new bridge north of the existing bridge (identified as Blue Alternative in the *Decatur Bridge Location and Environmental Study*). Phasing will require a permanent alignment shift and grade raise. Work will be required in the Missouri River. The exact bridge location is being evaluated as part of the National Environmental Policy Act (NEPA) process. Approach roadways on both sides of the Missouri River (N-51 / IA-175) will be reconstructed to the extent determined by Roadway Design, and guardrails will be removed and replaced.

The project will be constructed under traffic with lane closures and temporary crossovers as needed. Additional property rights will be required. Access to adjacent properties will be maintained but may be limited at times due to phasing requirements. A detailed project description is included as Enclosure 2.

Initial Survey Area (ISA) and Area of Potential Effects (APE)

Prior to the development of possible build alternatives, an Initial Survey Area (ISA) was developed to identify historic (NRHP-listed or eligible) resources along with other features that could represent constraints to Project Development. The ISA was defined as roughly 1,500 feet north of the existing crossing and 1,000 south of the existing crossing and extending along N-51 and IA-175 an appropriate distance to allow for connections back into the existing roadway for alignments that may deviate from the existing highways. This ISA comprised approximately 223.8 acres on both sides of the existing river crossing. The ISA in Nebraska included approximately 79.7 acres (Enclosures 1 and 3).

¹ The *Decatur Bridge Location and Environment Study* can be accessed at: [cn32395-decatur-bridge-location-and-environmental-study-feasibility-report-2025-01-13-final-1.pdf](https://www.ndot.gov/decatur-bridge-location-and-environmental-study-feasibility-report-2025-01-13-final-1.pdf)

Following the completion of the *Decatur Bridge Location and Environmental Study*, an area of potential effects (APE) for both archeological and architectural/structural properties was developed to adequately identify any historic properties that may be potentially affected given the scale and scope of this undertaking. For effects to archeological resources the physical APE represents the limits of disturbance of the subject build alternative that would site a new bridge north of the existing bridge. The physical APE comprises approximately 10.6 acres in Nebraska within the original boundaries of the ISA (Enclosure 3, page 1). The APE for visual effects to above ground resources was defined as areas within the viewshed of the proposed bridge structure. It comprises the limits of disturbance plus 26.4 acres (Enclosure 3, page 2).

Archeological Evaluation

Burns & McDonnell's archeologists completed a survey report for the 79.7-acre Nebraska ISA in January 2024 as part of the pre-NEPA studies conducted during the Feasibility Study (Enclosure 4). The Iowa DOT conducted cultural resources surveys for the Iowa portion of the ISA in the Spring of 2024. The results of those investigations are described in survey reports provided by Iowa DOT, reviewed by Iowa SHPO, and not further referenced herein.

Burns & McDonnell conducted a subsequent archeological field survey of the direct APE comprising the limits of disturbance for the proposed build alternative on May 14 and 15, 2025. According to Nebraska State Archeology Office's Nebraska Cultural Resources Geographic Information System (NCRGIS), no previously recorded archeological resources are within the direct APE (Enclosures 4 and 8). Two historic-age artifact scatters were identified during the recent field investigation. Both scatters are derived from fill and were not recorded as archeological sites due to their secondary context and lack of depositional integrity.

No archeological historic properties are present within the direct APE.

Architectural/Structural Evaluation

The ISA was investigated by Burns & McDonnell using the Nebraska State Historic Preservation Office inventory and site files, Historic Resources Survey of Burt County, Nebraska (2016), historic maps, and other primary and secondary sources in September 2023. Burns & McDonnell conducted field surveys from September 19 through September 21, 2023. All properties identified as meeting the NESHPO Historic Resources Survey Manual criteria for survey were evaluated and incorporated into this investigation. These criteria include, but are not limited to, properties that are 50 years old or older, in their original location, and which possess the potential for integrity, significant historic association, and historic architectural qualities.

This survey resulted in the documentation of 94 historic-age architectural resources on 63 properties within or immediately adjacent to the ISA. Of the resources recorded, historians documented one NRHP-listed resource, the A.B. Fuller House/Decatur Museum (BT03-004/no-longer-extant), a bungalow recommended for NRHP inclusion under Criterion C (BT03-007), and the NRHP-eligible Decatur Bridge (BT03-004). Of these resources, only the Decatur Bridge (BT03-014/S051 03644) is located within the direct APE (Enclosures 5 and 7). There are no historic properties identified within the visual APE.

S051 03644 (Decatur Bridge)

The Decatur bridge is a continuous thru-truss steel bridge consisting of a three-span Nebraska approach unit, a two-span Warren thru-truss River Unit, and two Iowa approach units, each three spans long. Construction began in 1950, and the bridge opened to traffic in 1956. The bridge was erected to provide the first highway crossing over the Missouri River between Burt County, Nebraska and Monona County, Iowa. The Decatur Bridge is 1,956 feet long and 23 feet wide. It was previously determined NRHP eligible under Criterion A (Enclosure 6): Transportation “for establishing a first highway crossing of a major waterway and as a major state bridge building initiative” and under Criterion C: Engineering, as a “steel continuous thru-truss bridge of an exceptional span length” under the update to the MPD Form, Intensive Architectural Survey of Iowa Primary and Secondary Road Bridges Built Between 1942 and 1970 (Baynard et al. 2011). The registration requirements include spans of over 400 feet in length as exceptional. With a main span of 421 feet, the Decatur bridge meets this requirement. The NESHPO officially concurred with the NRHP eligibility determination in 2013 (Enclosure 6).

Alternatives Evaluation

To consider the priorities identified in the Historic Bridge Management Plan (Enclosure 7), NDOT is responsible for identifying and evaluating treatments/alternatives for the historic bridge. This alternatives discussion entitled Decatur Bridge Alternatives Analysis to Support Coordination Under Section 106 of the NHPA (Alternatives Analysis) is relevant to Section 106 of the National Historic Preservation Act of 1966, as amended and Section 4(f) of the U.S. Department of Transportation Act of 1966. For your reference, please find it attached to this document (Enclosure 7).

Section 106 of the NHPA requires federal agencies to consider the effects of a federally permitted, sponsored, or funded undertaking on historic (NRHP-listed or eligible) resources. The Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation and the Nebraska State Historic Preservation Officer for the Highway Bridge Replacement and Rehabilitation Program (PA) executed in 1991 established the review parameter priorities regarding the evaluation of historic bridges in Nebraska. While that PA has expired, it is still used for evaluation of historic bridges; it required the development of the Nebraska Historic Bridge Inventory and Historic Bridge Management Plan (FraserDesign and Hess, Roise and Company 1991). The PA, inventory, and management plan helped to establish a firm foundation for the consideration of historic bridges in Nebraska and established priorities for the treatment of historic bridges. These treatments are discussed in the Alternatives Analysis (Enclosure 7).

The priorities for treatment of historic bridges as outlined in the Nebraska Bridge Inventory and Historic Bridge Management Plan (FraserDesign and Hess, Roise and Company 1991), were evaluated with respect to the historic Decatur Bridge (S051 03644). Each treatment priority is discussed in the Alternatives Analysis (Enclosure 7). In summary, due to the functional and structural deficiencies of the Decatur Bridge discussed below and, in the enclosures, it is not possible to meet the priorities outlined in the bridge management plan. Please see the Alternatives Analysis for a detailed discussion.

Constructed in 1950-1955, the Decatur Bridge has undergone nine major structural repairs including the replacement of the deck in 2000-2001 and the addition of structural steel repairs in 2017. Other

repairs and ongoing maintenance have included expansion joint repairs, measures to arrest further cracking, resetting of the bearing devices, and painting. The most recent inspection, conducted in 2024, identified areas of section loss and spalling and cracking within sections of the truss' main tension members. Several cracks in floor beams and connection angles were also observed (Alternatives Analysis).

During an inspection in 2024, the Decatur Bridge was determined to be both structurally deficient and functionally deficient, as discussed below. Continued use of the bridge for vehicular traffic at either its existing location or an alternate location would require these deficiencies to be addressed.

Structural Deficiencies

The bridge is a fracture-critical structure, meaning that this steel structure lacks redundant supporting elements. If any of the main structural components become damaged or fail, there are no backup components to redistribute the structural load to support this bridge. It's important to note that this is a function of the design of the bridge and is not related to the condition of the bridge (Alternatives Analysis). During the 2024 inspection, the Decatur Bridge was determined to be structurally deficient. The bridge deck and substructure were assigned a National Bridge Inventory (NBI) rating of "5, Fair" and "7, Good," respectively, and the superstructure was assigned an NBI rating of "4, Poor."

Deck deficiencies include full replacement of the original concrete deck with open steel grate decking during 2000 – 2001 due to age-related deterioration and material degradation. The open steel grate decking, weighing approximately 20 percent of the original concrete deck, was installed to reduce dead load and preserve the bridge's functional load rating. While this intervention mitigated some structural strain, the steel grate system introduces additional exposure to weathering, reduces ride quality, and limits surface durability compared to modern bridge deck systems.

Superstructure deficiencies addressed in 2017 included steel repairs to the River Unit and Iowa Approach Unit trusses with post-tensioning of floor beams in the River Unit to increase capacity. Corrosion, section loss, and damage to structural connections were mitigated through localized repair. The entire superstructure and exposed steel substructure elements were abrasive blasted and repainted to address widespread corrosion and coating failure.

Substructure deficiencies included spalling and deterioration of concrete elements, which were repaired and strengthened at several piers. Lighting systems were overhauled, and approach railings were updated, though geometric and load-related deficiencies remain unaddressed. Overall, this structure is rated low and deficient, therefore it is deemed structurally inadequate to handle future traffic demand and was determined to be structurally deficient.

Functional Deficiencies

Narrow travel lanes, lack of sufficient shoulders, substandard vertical clearance, and load limitations restrict the use of the Decatur Bridge by overweight and oversized vehicles. The bridge has two travel lanes, each 11 feet 3-inches wide with no shoulders, falling short of current design criteria that call for 12-foot-wide lanes and 6-foot-wide shoulders on each side. The narrow width limits the size of vehicles and agricultural equipment that can cross the bridge. Agricultural equipment can take up

both lanes, limiting the bridge to a single lane of traffic. The bridge is an important crossing for trucks and large farm equipment because the nearest alternate river crossing involves an 80-mile round trip (approx.) from the Decatur area. Frequent vehicle impacts with the River Unit through-truss superstructure have contributed to approximately 20 structural deficiencies identified during the 2024 inspection. While the bridge meets current vertical clearance requirements, the overhead members still obstruct passage of some large equipment and show signs of past collisions. The bridge's inventory rating is less than half that of a modern bridge, and its load posting further restricts legal use by heavy vehicles. The existing built-up steel bridge rail does not meet current crash safety standards under AASHTO MASH TL-4 and is shorter than the required 3 feet 3 inch tall concrete barrier, increasing the risk of rollover in a crash scenario. These conditions collectively reduce the operational capacity and safety of the structure, particularly for agricultural and freight traffic, which must otherwise detour approximately 80 miles to the next nearest Missouri River crossing (Alternatives Analysis).

Analysis

Because the Decatur Bridge is both structurally deficient and functionally obsolete, continued use of the bridge for vehicular traffic at its existing location would require these deficiencies to be addressed. As described above, during the *Decatur Bridge Location and Environmental Study*, NDOT and Iowa DOT evaluated several alternatives to improve the N-51/IA-175 crossing of the Missouri River. TSM/TDM, Use of Another Crossing, and Alternate Transportation Modes did not meet the identified needs and would not provide a river crossing that meets current design standards. In addition, the population size, existing and forecasted traffic volumes, existing roadway infrastructure, including the lack of controlled intersections, and availability/accessibility to other modes were reasons why these alternatives were removed from further consideration. The three alternatives described in greater detail in the attached Alternatives Analysis include the No Build, Rehabilitation, and the Build Alternatives. Based on the 2024 inspection, the Decatur Bridge will undergo additional repair in 2025 anticipated to keep the bridge in service until replacement or rehabilitation. All three alternatives include the additional repairs planned for 2025. Unless a rehabilitation project is completed or the bridge is replaced by 2035, NDOT will close the bridge in 2035.

Rehabilitation would repair those structural deficiencies remaining after the 2025 repair project is completed. Should rehabilitation be conducted, it could address the continued deterioration of load-carrying members, including the trusses, beams, and piers, depending on what is identified during future inspections. If feasible, the potential replacement of structural components may include the truss, floorbeams, and other components that contribute to the NRHP-eligibility of the Decatur Bridge. Rehabilitation would not address the functional deficiencies of the bridge.

Rehabilitation does not meet the stated purpose and needs, which would facilitate the safe movement of people and goods along N-51/IA-175 while improving mobility, connectivity, and accessibility across the Missouri River. The original materials used to construct the bridge are wearing out. Corrosion, section loss, and pack rust will continue as new paint applied in 2017 breaks down with time and the deck continues to drain water directly onto the members below, further accelerating their deterioration.

The Alternatives Analysis further summarizes that rehabilitation would only extend the service life of the infrastructure at this location for eight to ten years beyond the No Build Alternative due to the physical condition of numerous critical elements. In addition, rehabilitation would not address the 100-year flood (Q100) overtopping risk at the Iowa roadway approach during future flood events, requiring the highway to be closed. If rehabilitation were to occur after completion of the 2025 repair project, it would not include full replacement of the bridge deck, truss expansion or replacement, or replacement of the bridge rail with a safety-compliant rail because of the physical and non-redundant design of the bridge. Rehabilitation could only potentially extend the useful life of the bridge until 2045.

Given its structural deficiencies and functional obsolescence, the Decatur Bridge would not support future vehicular use in its current location. Continued use of the bridge would require appreciable modifications to the existing structure, which, if feasible, would alter or destroy the features that make it eligible for listing on the NRHP under Criterion C, resulting in the loss of its historic integrity.

Consulting Parties

NDOT and Iowa DOT identified Section 106 consulting parties based upon professional knowledge and areas of interest identified by tribes. Early coordination letters were sent on October 20, 2023, to the following potential consulting parties: US Army Corps of Engineers, Omaha District, US Coast Guard, Eighth Coast Guard District, Nebraska SHPO, Iowa SHPO, Burt County, Nebraska, Monona County, Iowa, Monona County Historic Preservation Commission, Village of Decatur, Nebraska, City of Onawa, Iowa and to the following tribes: Arapahoe Tribe of the Wind River Reservation, Wyoming, Cheyenne and Arapaho Tribes, Flandreau Santee Sioux, Iowa Tribe of Kansas and Nebraska, Iowa Tribe of Oklahoma, Northern Cheyenne Tribe of the Northern Cheyenne Indian Reservation, Montana, Oglala Sioux Tribe, Omaha Tribe of Nebraska, Otoe-Missouria Tribe of Indians, Pawnee Nation of Oklahoma, Peoria Tribe of Indians of Oklahoma, Ponca Tribe of Nebraska, Prairie Band Potawatomi Nation, Prairie Island Indian Community, Rosebud Sioux Tribe, Sac & Fox Nation of Oklahoma, Sac & Fox Tribe of the Mississippi in Iowa, Santee Sioux Nation, Sisseton-Wahpeton Oyate, Spirit Lake Tribe, Three Affiliated Tribes, Upper Sioux Community, Winnebago Tribe of Nebraska, and Yankton Sioux Tribe.

NDOT received two responses from the NESHPO and the Pawnee Nation. NESHPO expressed concern over the Decatur Bridge and said any major changes to it or demolition would result in an Adverse Effect determination. It confirmed the NRHP listed Fuller House along with two archeological sites in its proximity. The Pawnee Nation indicated that the proposed project would not adversely affect the tribe's cultural landscape (Enclosure 8).

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Recommended Section 106 Effects and Section 4(f) Use

Based on the Alternatives Analysis, the consideration of the priorities for treatment of historic bridges as outlined in the Nebraska Bridge Inventory and Historic Bridge Management Plan (FraserDesign and Hess, Roise and Company 1991), NDOT's recommended project effects determination (Enclosure 10) and lack of public opposition, FHWA recommends that there are no feasible and prudent alternatives that avoid the demolition of the bridge. Therefore, the proposed undertaking would have an adverse effect on historic properties and FHWA has made a project effects determination of *adverse effect*. FHWA will notify the Advisory Council on Historic Preservation of this adverse effect.

It is recommended that there are no feasible and prudent alternatives to the use of this historic bridge, and FHWA recommends that this use would fall under the Programmatic Section 4(f) Evaluation and Approval of FHWA Projects that Necessitate the Use of Historic Bridges.

This undertaking has been reviewed under the programmatic agreement entitled Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska (February 2023), as amended, and meets the requirements to be considered a Tier III project.

FHWA respectfully requests NESHPO concurrence with the above NRHP eligibility determinations, Section 106 determination of effects, and Section 4(f) use recommendations. Upon receipt of your concurrence, FHWA, with the assistance of NDOT and Iowa DOT will begin facilitating discussions with your office, the Iowa SHPO, and consulting parties to seek ways to mitigate the adverse effect. Following additional consultation, we will generate a Memorandum of Agreement (MOA) documenting agreed-upon mitigation measures.

If you have any questions regarding this information do not hesitate to contact me at your earliest convenience.

Sincerely,



Luke Pitts

Environmental Protection Specialist

Federal Highway Administration

luke.pitts@dot.gov

402-742-8466

SHPO Concurrence

Date

ENCLOSURES:

1. Project Location Map
2. Project Description
3. APE map
4. Archeology Report
5. Architectural/Structural Report
6. Decatur Bridge Eligibility Determination Letters
7. Section 106 Alternatives Analysis
8. Section 106 Early Coordination Letter and Responses
9. Section 106 Desktop Review CR-NE Study Area Request for Review and Comment
10. Assessment of Effects



U.S. Department
of Transportation
**Federal Highway
Administration**

NEBRASKA DIVISION

August 26, 2025

100 Centennial Mall North, Rm 220
Lincoln, Nebraska 68508
402-742-8460
402-742-8480
FHWA.NE@dot.gov

RE: NDOT Project No: STP-51-7(109) CN 32395, Decatur Bridge, Burt County, Nebraska and Monona County, Iowa Cultural Resources Evaluation

Dear Consulting Party:

The Nebraska Department of Transportation (NDOT), in partnership with the Iowa Department of Transportation (Iowa DOT), proposes to construct the project referenced above using funds from the Federal Highway Administration (FHWA). The Project is in Burt County, Nebraska and Monona County, Iowa, along Nebraska Highway 51 (N-51) and Iowa Highway 175 (IA-175) (Enclosure 1). Because of FHWA involvement, the proposed project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR Part 800), requiring federal agencies to consider and consult about the effects of proposed projects on historic (National Register of Historic Places [NRHP]-listed or eligible) properties.

An Environmental Assessment (EA) is currently being prepared, within which the results of Section 106 consultation will be included. As an EA, this project has not been assigned to NDOT pursuant to 23 U.S.C. §326, commonly referred to as "CE Assignment." FHWA Nebraska Division is the lead federal agency. An evaluation of the potential for cultural resources, archeological, architectural, and structural, is provided below and in the accompanying enclosures. Please review this documentation as required under Section 106 of the NHPA of 1966, as amended, and implementing regulations at 36 CFR Part 800.

The US Army Corps of Engineers (USACE), Omaha District; US Coast Guard (USCG), Eighth Coast Guard District; Nebraska State Historic Preservation Office (NESHPO); Iowa SHPO; Burt County, Nebraska; Monona County, Iowa, Monona County Historic Preservation Commission, the Village of Decatur, Nebraska; and City of Onawa, Iowa have been identified as consulting parties for this project.

Further, the following tribes have been identified as having an interest in the Project Area: Arapahoe Tribe of the Wind River Reservation, Wyoming, Cheyenne and Arapaho Tribes, Flandreau Santee Sioux, Iowa Tribe of Kansas and Nebraska, Iowa Tribe of Oklahoma, Northern Cheyenne Tribe of the Northern Cheyenne Indian Reservation, Montana, Oglala Sioux Tribe, Omaha Tribe of Nebraska, Otoe-Missouria Tribe of Indians, Pawnee Nation of Oklahoma, Peoria Tribe of Indians of Oklahoma, Ponca Tribe of Nebraska, Prairie Band Potawatomi Nation, Prairie Island Indian Community, Rosebud Sioux Tribe, Sac & Fox Nation of Oklahoma, Sac & Fox Tribe of the Mississippi in Iowa, Santee Sioux Nation, Sisseton-Wahpeton Oyate, Spirit Lake Tribe, Three Affiliated Tribes, Upper Sioux Community, Winnebago Tribe of Nebraska, and Yankton Sioux.

Project Description Summary

The project is proposed along N-51 / IA-175 within Burt County, Nebraska and Monona County, Iowa, at the bridge over the Missouri River (Structure Number S051 03644), mile marker (MM) 36.63. Construction may begin just east of Broadway Street in Decatur, Nebraska, at MM 36.17, and end near IA-175 reference post (RP) 1.09 to accommodate the replacement of the structure.

During the *Decatur Bridge Location and Environmental Study*,¹ conducted in 2023-2024, NDOT and Iowa DOT developed and screened a universe of alternatives to improve the N-51/IA-175 crossing of the Missouri River. The alternatives included the No Build, Rehabilitation of the existing bridge, Use of Another River Crossing, Transportation Systems Management (TSM)/Transportation Demand Management (TDM), Alternate Transportation Modes, and several alignments for a new river crossing including the existing N-51/IA-175 location. These alternatives were shared with, and the DOTs received input from agencies, a Community Advisory Group (CAG), and the public.

The build alternative under consideration would remove the existing bridge (S051 03644) and replace the crossing with a new bridge north of the existing bridge (identified as Blue Alternative in the *Decatur Bridge Location and Environmental Study*). Phasing will require a permanent alignment shift and grade raise. Work will be required in the Missouri River. The exact bridge location is being evaluated as part of the National Environmental Policy Act (NEPA) process. Approach roadways on both sides of the Missouri River (N-51 / IA-175) will be reconstructed to the extent determined by Roadway Design, and guardrails will be removed and replaced.

The project will be constructed under traffic with lane closures and temporary crossovers as needed. Additional property rights will be required. Access to adjacent properties will be maintained but may be limited at times due to phasing requirements. A detailed project description is included as Enclosure 2.

Initial Survey Area (ISA) and Area of Potential Effects (APE)

Prior to the development of possible build alternatives, an Initial Survey Area (ISA) was developed to identify historic (NRHP-listed or eligible) resources along with other features that could represent constraints to Project Development. The ISA was defined as roughly 1,500 feet north of the existing crossing and 1,000 south of the existing crossing and extending along N-51 and IA-175 an appropriate distance to allow for connections back into the existing roadway for alignments that may deviate from the existing highways. This ISA comprised approximately 223.8 acres on both sides of the existing river crossing. The ISA in Nebraska included approximately 79.7 acres (Enclosures 1 and 3).

Following the completion of the *Decatur Bridge Location and Environmental Study*, an area of potential effects (APE) for both archeological and architectural/structural properties was developed to adequately identify any historic properties that may be potentially affected given the scale and scope of this undertaking. For effects to archeological resources the physical APE represents the limits of disturbance of the subject build alternative that would site a new bridge north of the existing

¹ The *Decatur Bridge Location and Environment Study* can be accessed at: [cn32395-decatur-bridge-location-and-environmental-study-feasibility-report-2025-01-13-final-1.pdf](https://www.ndot.gov/decatur-bridge-location-and-environmental-study-feasibility-report-2025-01-13-final-1.pdf)

bridge. The physical APE comprises approximately 10.6 acres in Nebraska within the original boundaries of the ISA (Enclosure 3, page 1). The APE for visual effects to above ground resources was defined as areas within the viewshed of the proposed bridge structure. It comprises the limits of disturbance plus 26.4 acres (Enclosure 3, page 2).

Archeological Evaluation

Burns & McDonnell's archeologists completed a survey report for the 79.7-acre Nebraska ISA in January 2024 as part of the pre-NEPA studies conducted during the Feasibility Study (Enclosure 4). The Iowa DOT conducted cultural resources surveys for the Iowa portion of the ISA in the Spring of 2024. The results of those investigations are described in survey reports provided by Iowa DOT, reviewed by Iowa SHPO, and not further referenced herein.

Burns & McDonnell conducted a subsequent archeological field survey of the direct APE comprising the limits of disturbance for the proposed build alternative on May 14 and 15, 2025. According to Nebraska State Archeology Office's Nebraska Cultural Resources Geographic Information System (NCRGIS), no previously recorded archeological resources are within the direct APE (Enclosures 4 and 8). Two historic-age artifact scatters were identified during the recent field investigation. Both scatters are derived from fill and were not recorded as archeological sites due to their secondary context and lack of depositional integrity.

No archeological historic properties are present within the direct APE.

Architectural/Structural Evaluation

The ISA was investigated by Burns & McDonnell using the Nebraska State Historic Preservation Office inventory and site files, Historic Resources Survey of Burt County, Nebraska (2016), historic maps, and other primary and secondary sources in September 2023. Burns & McDonnell conducted field surveys from September 19 through September 21, 2023. All properties identified as meeting the NESHPO Historic Resources Survey Manual criteria for survey were evaluated and incorporated into this investigation. These criteria include, but are not limited to, properties that are 50 years old or older, in their original location, and which possess the potential for integrity, significant historic association, and historic architectural qualities.

This survey resulted in the documentation of 94 historic-age architectural resources on 63 properties within or immediately adjacent to the ISA. Of the resources recorded, historians documented one NRHP-listed resource, the A.B. Fuller House/Decatur Museum (BT03-004/no-longer-extant), a bungalow recommended for NRHP inclusion under Criterion C (BT03-007), and the NRHP-eligible Decatur Bridge (BT03-004). Of these resources, only the Decatur Bridge (BT03-014/S051 03644) is located within the direct APE (Enclosures 5 and 7). There are no historic properties identified within the visual APE.

S051 03644 (Decatur Bridge)

The Decatur bridge is a continuous thru-truss steel bridge consisting of a three-span Nebraska approach unit, a two-span Warren thru-truss River Unit, and two Iowa approach units, each three spans long. Construction began in 1950, and the bridge opened to traffic in 1956. The bridge was erected to provide the first highway crossing over the Missouri River between Burt County, Nebraska

and Monona County, Iowa. The Decatur Bridge is 1,956 feet long and 23 feet wide. It was previously determined NRHP eligible under Criterion A (Enclosure 6): Transportation “for establishing a first highway crossing of a major waterway and as a major state bridge building initiative” and under Criterion C: Engineering, as a “steel continuous thru-truss bridge of an exceptional span length” under the update to the MPD Form, Intensive Architectural Survey of Iowa Primary and Secondary Road Bridges Built Between 1942 and 1970 (Baynard et al. 2011). The registration requirements include spans of over 400 feet in length as exceptional. With a main span of 421 feet, the Decatur bridge meets this requirement. The NESHPO officially concurred with the NRHP eligibility determination in 2013 (Enclosure 6).

Alternatives Evaluation

To consider the priorities identified in the Historic Bridge Management Plan (Enclosure 7), NDOT is responsible for identifying and evaluating treatments/alternatives for the historic bridge. This alternatives discussion entitled Decatur Bridge Alternatives Analysis to Support Coordination Under Section 106 of the NHPA (Alternatives Analysis) is relevant to Section 106 of the National Historic Preservation Act of 1966, as amended and Section 4(f) of the U.S. Department of Transportation Act of 1966. For your reference, please find it attached to this document (Enclosure 7).

Section 106 of the NHPA requires federal agencies to consider the effects of a federally permitted, sponsored, or funded undertaking on historic (NRHP-listed or eligible) resources. The Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation and the Nebraska State Historic Preservation Officer for the Highway Bridge Replacement and Rehabilitation Program (PA) executed in 1991 established the review parameter priorities regarding the evaluation of historic bridges in Nebraska. While that PA has expired, it is still used for evaluation of historic bridges; it required the development of the Nebraska Historic Bridge Inventory and Historic Bridge Management Plan (FraserDesign and Hess, Roise and Company 1991). The PA, inventory, and management plan helped to establish a firm foundation for the consideration of historic bridges in Nebraska and established priorities for the treatment of historic bridges. These treatments are discussed in the Alternatives Analysis (Enclosure 7).

The priorities for treatment of historic bridges as outlined in the Nebraska Bridge Inventory and Historic Bridge Management Plan (FraserDesign and Hess, Roise and Company 1991), were evaluated with respect to the historic Decatur Bridge (S051 03644). Each treatment priority is discussed in the Alternatives Analysis (Enclosure 7). In summary, due to the functional and structural deficiencies of the Decatur Bridge discussed below and, in the enclosures, it is not possible to meet the priorities outlined in the bridge management plan. Please see the Alternatives Analysis for a detailed discussion.

Constructed in 1950-1955, the Decatur Bridge has undergone nine major structural repairs including the replacement of the deck in 2000-2001 and the addition of structural steel repairs in 2017. Other repairs and ongoing maintenance have included expansion joint repairs, measures to arrest further cracking, resetting of the bearing devices, and painting. The most recent inspection, conducted in 2024, identified areas of section loss and spalling and cracking within sections of the truss' main tension members. Several cracks in floor beams and connection angles were also observed (Alternatives Analysis).

During an inspection in 2024, the Decatur Bridge was determined to be both structurally deficient and functionally deficient, as discussed below. Continued use of the bridge for vehicular traffic at either its existing location or an alternate location would require these deficiencies to be addressed.

Structural Deficiencies

The bridge is a fracture-critical structure, meaning that this steel structure lacks redundant supporting elements. If any of the main structural components become damaged or fail, there are no backup components to redistribute the structural load to support this bridge. It's important to note that this is a function of the design of the bridge and is not related to the condition of the bridge (Alternatives Analysis). During the 2024 inspection, the Decatur Bridge was determined to be structurally deficient. The bridge deck and substructure were assigned a National Bridge Inventory (NBI) rating of "5, Fair" and "7, Good," respectively, and the superstructure was assigned an NBI rating of "4, Poor."

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Recommended Section 106 Effects and Section 4(f) Use

Based on the Alternatives Analysis, the consideration of the priorities for treatment of historic bridges as outlined in the Nebraska Bridge Inventory and Historic Bridge Management Plan (FraserDesign and Hess, Roise and Company 1991), NDOT's recommended project effects determination (Enclosure 10) and lack of public opposition, FHWA recommends that there are no feasible and prudent alternatives that avoid the demolition of the bridge. Therefore, the proposed undertaking would have an adverse effect on historic properties and FHWA has made a project effects determination of *adverse effect*. FHWA will notify the Advisory Council on Historic Preservation of this adverse effect.

It is recommended that there are no feasible and prudent alternatives to the use of this historic bridge, and FHWA recommends that this use would fall under the Programmatic Section 4(f) Evaluation and Approval of FHWA Projects that Necessitate the Use of Historic Bridges.

This undertaking has been reviewed under the programmatic agreement entitled Programmatic Agreement Among the Federal Highway Administration, the Nebraska State Historic Preservation Officer, the Advisory Council on Historic Preservation and the Nebraska Department of Transportation to Satisfy the Requirements of Section 106 for the Federal Aid Highway Program in the State of Nebraska (February 2023), as amended, and meets the requirements to be considered a Tier III project.

FHWA requests your review and comment with the above NRHP eligibility determinations and Section 106 determination of effects. We respectfully request any objections within 30 days of your receipt of this letter.

If you have any questions regarding this information do not hesitate to contact me at your earliest convenience.

Sincerely,



Luke Pitts

Environmental Protection Specialist

Federal Highway Administration

luke.pitts@dot.gov

402-742-8466

ENCLOSURES:

1. Project Location Map
2. Project Description
3. APE map
4. Archeology Report
5. Architectural/Structural Report
6. Decatur Bridge Eligibility Determination Letters
7. Section 106 Alternatives Analysis
8. Section 106 Early Coordination Letter and Responses
9. Section 106 Desktop Review CR-NE Study Area Request for Review and Comment
10. Assessment of Effects

From: [Jarell Grant](#)
To: [Pitts, Luke](#)
Cc: [Becker, Janee](#); [Winkelmann, Michelle](#); [Ondracek, Anna](#); [Stupka, Stacy](#); [Luther, Justin](#)
Subject: Re: Request for Review and Comment Under Section 106 of the NHPA_STP-51-7(109)_CN 32395_Decatur Bridge
Date: Tuesday, August 26, 2025 2:17:35 PM

Greetings,

We will review and respond accordingly.

Thank you,

Jarell Grant

From: Pitts, Luke (FHWA) <luke.pitts@dot.gov>
Sent: Tuesday, August 26, 2025 11:52 AM
To: Pitts, Luke (FHWA) <luke.pitts@dot.gov>
Cc: Becker, Janee <Janee.Becker@iowadot.us>; Winkelmann, Michelle L <mlwinkelmann@burnsmcd.com>; Ondracek, Anna <anna.ondracek@nebraska.gov>; stupka, stacy <stacy.stupka@nebraska.gov>; Luther, Justin (FHWA) <Justin.Luther@dot.gov>
Subject: Request for Review and Comment Under Section 106 of the NHPA_STP-51-7(109)_CN 32395_Decatur Bridge

Project Name: Decatur Bridge

Project No.: STP-51-7(109)

Control No.: 32395

County: Burt

Dear Consulting Party,

The Nebraska Department of Transportation (NDOT) proposes to construct the referenced project above using funds from the Federal Highway Administration (FHWA). Due to FHWA involvement, the proposed project is a federal undertaking that must be reviewed under Section 106 of the National Historic Preservation Act, as amended (36 CFR Part 800) requiring federal agencies to consider and consult about the effects of proposed projects on historic properties. FHWA is the lead federal agency and is in the process of completing an Environmental Assessment.

For your review and comment, please find attached information regarding the referenced project above. FHWA invites your comment upon National Register of Historic Places eligibility and the project effects determination indicated below and in the attached letter. Access to the letter enclosures will be sent in a separate email.

Under Section 106, FHWA has made the following project effects determination:

No Historic Properties Affected

No historic properties were identified within the APE

No Historic Properties Affected

Historic properties were identified within the APE, but they will not be affected by the proposed undertaking

No Adverse Effect

Historic properties were identified within the APE, but they will not be adversely affected by the proposed undertaking

Adverse Effect

Historic properties identified within the APE will be adversely affected by the proposed undertaking

If you have any questions, please don't hesitate to contact me.

Respectfully,

Luke Pitts, PMP

Environmental Protection Specialist

Federal Highway Administration

Nebraska Division

Desk: 402.742.8466

Cell: 531.310.9240

From: [Pitts, Luke \(FHWA\)](#)
To: [Stupka, Stacy](#)
Cc: [Ondracek, Anna](#)
Subject: Re: Request for Review and Comment Under Section 106 of the NHPA_STP-51-7(109)_CN 32395_Decatur Bridge
Date: Wednesday, August 27, 2025 8:41:10 AM

Stacy,

Yesterday at 2:47PM, I received a phone call from Alan Kelley, THPO of the Iowa Tribe of Kansas and Nebraska, who let me know he had received our request for review and comment and that the tribe had no concerns.

Luke Pitts, PMP

Environmental Specialist
Federal Highway Administration
Nebraska Division
402.742.8466

From: [Pitts, Luke \(FHWA\)](#)
To: [Warner, Roland](#)
Cc: [Tiffany Buchanan](#); [Gayla Whitewater](#); [Stupka, Stacy](#)
Subject: RE: NDOT Decatur Bridge Project
Date: Wednesday, August 27, 2025 1:05:34 PM

Roland Warner,

Thank you so much.

Luke Pitts, PMP

Environmental Specialist
Federal Highway Administration
Nebraska Division
402.742.8466

From: Roland Warner <roland.warner@winnebago-tribe.com>
Sent: Wednesday, August 27, 2025 12:25 PM
To: Pitts, Luke (FHWA) <luke.pitts@dot.gov>
Cc: Tiffany Buchanan <tiffany.buchanan@winnebago-tribe.com>; Gayla Whitewater <gayla.whitewater@winnebago-tribe.com>
Subject: NDOT Decatur Bridge Project

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Luke Pitts
Environmental Protection Specialist
Federal Highway Administration

The Winnebago Tribe of Nebraska has reviewed the document for the NDOT Project No: STP-51-7(109) CN 32395, Decatur Bridge, Burt County, Nebraska and Monona County, Iowa Cultural Resource Evaluation.

Based on the information provided, the project is not located near any known sites affiliated with our Tribe, nor does it appear to have the potential to affect properties of cultural, historical, or religious significance to us.

Accordingly, the Winnebago Tribe of Nebraska has no further interest in this project. We request that this correspondence be included in the project's 106 consultation record.

Respectfully,

Roland Warner

Winnebago Tribe of Nebraska
Cultural Preservation Director/Angel De Cora Museum Director/
THPO/NAGPRA Representative

Angel De Cora Museum & Research Center/THPO Office
601 E College Rd – Thunder Clan Building
Winnebago, NE 68071

Phone: (402) 257-5587 ext. 2600

E-mail: roland.warner@winnebagotribe.com

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Nebraska State

I TO ALL SOCIETY

Here open to all is the history of this people.

September 5th, 2025

Luke Pitts
Federal Highway Administration
VIA EMAIL

RE: HP#2508-084-01; Decatur Bridge, Site No: BT03-014, NDOT Project No: ST-51-7(109)
CN 32395, Burt County, NE

Dear Luke,

Thank you for submitting the referenced project proposal for review and comment by the Nebraska State Historic Preservation Office (NESHPO). Our comment on this project and its potential to affect historic properties is required by Section 106 of the National Historic Preservation Act of 1966, as amended, and implementing regulations 36 CFR Part 800.

According to the information you have provided, the proposed project scope of work includes the demolition of the Decatur Bridge. Our office concurs with the Federal Highway Administration's finding that the demolition of the bridge would constitute an Adverse Effect, seeing as the bridge is eligible for the National Register of Historic Places under Criterion A and Criterion C.

As such, the federal agency responsible for this project will be required to invite the Advisory Council on Historic Preservation to consult on this project in order to avoid, minimize, or mitigate the adverse effects. Please submit any Section 106 correspondence to the ACHP's e106 inbox at <https://www.achp.gov/e106-email-form>. This determination does not mean that the project cannot proceed; however, you should take time to develop alternatives and mitigation measures. If you have any questions, please contact us at **Haylee.Rose@nebraska.gov** and/or Michael Sothan at **Michael.Sothan@nebraska.gov**.

Sincerely,

Haylee Rose
Standing Structures Section 106 Coordinator
Nebraska State Historical Society

Michael Sothan
Deputy State Historic Preservation Officer
Nebraska State Historical Society

**1500 R Street
Lincoln, NE, 68508-16S1
<https://history.nebraska.gov>**

FHWA respectfully requests NESHPO concurrence with the above NRHP eligibility determinations, Section 106 determination of effects, and Section 4(f) use recommendations. Upon receipt of your concurrence, FHWA, with the assistance of NDOT and Iowa DOT will begin facilitating discussions with your office, the Iowa SHPO, and consulting parties to seek ways to mitigate the adverse effect. Following additional consultation, we will generate a Memorandum of Agreement (MOA) documenting agreed-upon mitigation measures.

If you have any questions regarding this information do not hesitate to contact me at your earliest convenience.

Sincerely,

Environmental Protection Specialist
Federal Highway Administration
luke.pitts@dot.gov
402-742-8466


Date

ENCLOSURES:

1. Project Location Map
2. Project Description
3. APE map
4. Archeology Report
5. Architectural/Structural Report
6. Decatur Bridge Eligibility Determination Letters
7. Section 106 Alternatives Analysis
8. Section 106 Early Coordination Letter and Responses
9. Section 106 Desktop Review CR-NE Study Area Request for Review and Comment
10. Assessment of Effects



KIM REYNOLDS, GOVERNOR
CHRIS COURNOYER, LT. GOVERNOR

SCOTT MARLER, IOWA DOT DIRECTOR
MELISSA GILLETT, IOWA DOT COO

IOWA DEPARTMENT OF TRANSPORTATION
LOCATION AND ENVIRONMENT BUREAU
800 Lincoln Way
Ames, IA 50010
515-233-7820
www.iowadot.gov

September 5, 2025

Ref. STP-175-1(106)--2C-67
Nebraska DOT Ref. STP-51-7(109), CN 32395 (Project Lead)
Primary System
Monona County
R&C: 20231067477

Mr. Branden Scott
Ms. Sara André
State Historic Preservation Office
1963 Bell Avenue, Suite 200
Des Moines, Iowa 50315

RE: Adverse Effect Determination for the IA 175 Decatur Bridge over the Missouri River (FHWA #036810; 67-00750), [Sec 17 & 18, T83N-R46W] Monona County, Iowa; **Adverse Effect**

Dear Branden and Sara:

We previously consulted on this project in 2023 and 2024, regarding identification efforts. The Iowa Department of Transportation is partnering with the Nebraska Department of Transportation, who is the lead for the project to improve the crossing of the Missouri River along IA 175 at the Decatur Bridge (FHWA #036810; 67-00750). Currently, the proposed preferred alternative will replace the IA 175 Decatur Bridge. Enclosed for your records is the bridge alternatives analysis technical memorandum and the Nebraska Federal Highway Administration's letter to the Nebraska SHPO requesting concurrence with an Adverse Effect determination.

The Decatur Bridge (FHWA #036810; 67-00750) was previously recommended eligible for the National Register of Historic Places (NRHP) under Criterion C. The provided bridge alternatives analysis technical memorandum recommends the bridge for replacement and determined the leave in place, off-alignment, and rehabilitation were not feasible and prudent in accordance with the required considerations laid out under Section 4(f) of the U.S. Department of Transportation Act of 1966.

Following your review and concurrence, we will be working through an **Adverse Effect** scenario and the mitigation process under the NRHP (36 CFR 800.5-6), for the Decatur Bridge (FHWA #036810; 67-00750). We will be coordinating next steps together with the Nebraska Department of Transportation and tying further SHPO and stakeholder mitigation discussion for both states. If you agree with this approach, we ask that you provide concurrence and any comments you have. We anticipate continued consultation with Tribes/Nations with interest in Monona County, the Monona County Historic Preservation Commission, and the Monona County Historical Museum. Per 36CFR800.3(f), we are requesting your input regarding other potential consulting parties. If you have any questions, please contact me at (515) 233-7820 or jane.becker@iowadot.us.

As with any Iowa Department of Transportation project, should any new important archaeological, historical, or architectural materials be encountered during construction, project activities shall cease, and the Location and Environment Bureau shall be contacted immediately.

Sincerely,



Jane Becker
Cultural Resources Manager/Archaeologist

cc: Tribes/Nations – Monona County Interest
Jessica Felix – District 3 Engineer
Shane Tymkowicz – Assistant District 3 Engineer
DeeAnn Newell – NEPA Team Lead
Stacy Stupka – NE DOT Cultural Resources
Dawn Knott – NE DOT Project Manager
Michelle Winkelmann – Burns & McDonnell

From: sara.andre@email.iowaeda.com
To: [Becker, Janee](#)
Cc: shpo106@iowaeda.com; branden.scott@iowaeda.com; [Dolan, Brennan](#)
Subject: R&C 231067477 - 00048477 - FHWA - Monona - IA 175 Decatur Bridge Improvement Project over the Missouri River; FHWA #036810; Phase IA and Architectural Reconnaissance
Date: Monday, October 6, 2025 3:23:37 PM

CAUTION:

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We have received your submittal for the above referenced federal undertaking. We provide the following response in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations 36 CFR 800.

Regarding this project, please see the following comments:

R&C 231067477 - 00048477 - FHWA - Monona - IA 175 Decatur Bridge Improvement Project over the Missouri River; FHWA #036810; Phase IA and Architectural Reconnaissance - The Iowa Department of Transportation is partnering with the Nebraska Department of Transportation, who will be the lead for the project in an effort to improve the crossing of the Missouri River along IA 175 at the Decatur Bridge (FHWA #036810; 67-00750)

- Concur with the federal agency and/or their designated representative (Adverse Effect).
- Thank you for providing a brief update to the recommended outreach and consulting parties coordination , including NDOT, NE SHPO, Tribes and Nations, etc.
- We recognize the complexities that come with inter-state projects. We appreciate the ongoing updates and coordination.
- Currently, the case will be returned to you for ongoing consultation.

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Sincerely,

Sara André
Review and Compliance Coordinator - Deputy State Historic Preservation Officer
State Historic Preservation Office
sara.andre@iowaeda.com | +1 (515) 348-6286 | culture.iowaeda.com/shpo

Iowa Economic Development Authority



From: [Pitts, Luke \(FHWA\)](#)
To: [Stupka, Stacy](#)
Cc: [Ondracek, Anna](#)
Subject: FW: NHPA_STP-51-7(109)_CN 32395_Decatur Bridge
Date: Monday, September 22, 2025 10:27:54 AM
Importance: High

Stacy,

FYI

Luke Pitts, PMP
Environmental Specialist
Federal Highway Administration
Nebraska Division
402.742.8466

From: gary.lafranier@cheyennenation.com <gary.lafranier@cheyennenation.com>
Sent: Thursday, September 18, 2025 5:41 PM
To: Pitts, Luke (FHWA) <luke.pitts@dot.gov>
Subject: NHPA_STP-51-7(109)_CN 32395_Decatur Bridge
Importance: High

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Good Afternoon,

NHPA_STP-51-7(109)_CN 32395_Decatur Bridge: Northern Cheyenne concurs with findings of Adverse Effect.

Gary LaFranier
FCC/ Section 106 Coordinator
(406) 477-8113
Lame Deer, MT. 59043

From: [Trish Leith](#)
To: [Becker, Janee](#); [Dolan, Brennan](#)
Cc: [Cheyanne St. John](#)
Subject: Ref. STP-175-1(106)--2C-67
Date: Tuesday, September 30, 2025 1:24:10 PM

CAUTION:

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Janee,

Thank you for contacting Lower Sioux Indian Community regarding your proposed undertaking. We defer The Bridge Replacement Project Bridge (FHWA #036810; 67-00750) located at Missouri River E of Decatur, Nebraska, to the local tribes of Nebraska, we support their Expertise.

PIDAMAYAYE (THANK YOU)

Trish Leith

Trish Leith: Preservation Coordinator

Lower Sioux Indian Community
39527 Res Hwy I
Morton MN 5627
(Office): 507.697.8705
Trish.Leith@LowerSioux.com

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ACHP Participation Notification



November 4, 2025

Luke Pitts
Environmental Specialist
Federal Highway Administration
Nebraska Division
100 Centennial Mall North, Room 220
Lincoln, Nebraska 68508

Ref: *Replacement of Decatur Bridge over the Missouri River
Burt County, Nebraska and Monona County, Iowa
ACHP Project Number: 023988*

Dear Mr. Pitts:

On October 27, 2025, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the potential adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, Criteria for Council Involvement in Reviewing Individual Section 106 Cases, of our regulations, "Protection of Historic Properties" (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act, does not apply to this undertaking. Accordingly, we do not believe our participation in the consultation to resolve adverse effects is needed.

However, if we receive a request for participation from the Nebraska or Iowa State Historic Preservation Officers (SHPOs), a Tribal Historic Preservation Officer (THPO), affected Indian Tribe, a consulting party, or other party, we may reconsider this decision. Should the undertaking's circumstances change, consulting parties cannot come to consensus, or you need further advisory assistance to conclude the consultation process, please contact us.

Pursuant to Section 800.6(b)(1)(iv), you will need to file the final Section 106 agreement document (Agreement), developed in consultation with the Nebraska and Iowa SHPOs and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the Agreement and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require our further assistance, please contact Kasey Miller at (202) 517-6389 or by e-mail at kmiller@achp.gov and reference the ACHP Project Number above.

Sincerely,

A handwritten signature in black ink, appearing to read "Kasey Miller". The signature is fluid and cursive, with the first name "Kasey" written in a larger, more prominent script than the last name "Miller".

Kasey Miller
Program Analyst and FHWA Liaison
Advisory Council on Historic Preservation
Office of Federal Agency Programs

Section 106 – Consultation

From: [Winkelmann, Michelle L](#)
To: [Sothan, Michael](#); [Rose, Haylee](#); [Molnar, Mariska](#); [Sara Andre](#); [Branden Scott](#); [Doershuk, John F](#); [Roland Warner](#); [mark.parker](#); [Brown, Kirsten L CIV USARMY CEMVR \(USA\)](#); [Nebel, Adam R CIV USARMY CENWO \(USA\)](#); [Harbison, Brett A CIV \(USA\)](#); [Bentzinger, Ruth E CIV USARMY CENWO \(USA\)](#); [Stupka, Stacy](#); [Turner, Katie](#); [Anne.Bauer@nebraska.gov](#); [Ondracek, Anna](#); [Hardesty, Danielle](#); [Knott, Dawn](#); [Shreya, Aritree](#); [Dolan, Brennan](#); [Becker, Janee](#); [Schwienebart, Christine](#); [Felix, Jessica](#); [Tracy, Sarah](#); [Kepka, Jessica](#); [Cannon-Mackey, Shari](#); [Harris, Brandy M](#); [roads@burtcountynegov](#)
Cc: [jon.barber](#); [Thede, Nathan](#); [Schmit, Brandon N](#); [Ferdon, Andrew S](#); [Pitts, Luke \(FHWA\)](#); [Domogalla, Kevin](#); [Burda, Stacia](#); [Keach, Levi L CIV USARMY CENWO \(USA\)](#); [Max Bear](#); [Jarell Grant](#); [teanna.limpy@cheyennation.com](#); [Heather Gibb](#); [NSHS S106](#); [janejudt@gmail.com](#); [Coburn, John](#)
Subject: Decatur Bridge_NE Project No. STP-51-7(109)_CN 32395, Iowa Project No. STP-175-1(106) - SHPO/Consulting Party Mitigation Review Meeting Notes
Date: Wednesday, November 26, 2025 6:45:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[2025-11-21 Consulting Party - STP-51-7\(109\): Decatur Bridge: CN 32395 Meeting Notes.pdf](#)

Thank you for your participation in the Friday, November 21, 2025 SHPO/Consulting Party Mitigation Review Meeting regarding the Decatur Bridge.

We are seeking your input!

Your ideas regarding appropriate mitigation will be considered during Memorandum of Agreement (MOA) development.

Please submit your ideas to Brandy Harris via email by **December 29, 2025**.

Brandy Harris

bmharris@burnsmcd.com

For your reference, please find attached meeting notes with presentation materials and key links to online mitigation examples.

We are targeting January 7, 2026 for a follow-up meeting to finalize selection of a mitigation option and to allow for preparation of a DRAFT MOA. Please watch your email for a calendar invitation.

Once the MOA is distributed, you will have 30 days to provide comments and/or to request signatory status.

Thank you and have a Happy Thanksgiving!

Michelle

Michelle Winkelmann, PE*

Project Manager

[Burns & McDonnell](#)

1010 N 102nd Street, Suite 200, Omaha, NE 68114

O +1 402-408-3013 | **M** +1 402-803-4565

E mlwinkelmann@burnsmcd.com

Meeting Notes



Meeting Subject: Decatur Bridge Section 106 Mitigation – Consulting Parties Meeting
Meeting Date: Friday, November 21, 2025
Time: 1:00 PM
Location: NDOT Microsoft Teams
Project Name: Decatur Bridge
Project No.: CN 32395, STP-51-7(109)

Attendees:

Michael Sothan, NE SHPO Deputy State Historic Preservation Officer
Haylee Rose, NE SHPO Review & Compliance: Standing Structures Coordinator
Mariska Molnar, NE SHPO Preservation Archeologist
Sara Andre, Iowa SHPO, Historic Preservation Specialist
Branden Scott, Iowa SHPO Archaeologist
John Doershuk, Iowa State Archaeologist
Roland Warner, Winnebago Tribe of Nebraska
Mark Parker, Cultural Resources lead for THPO of Omaha Tribe of Nebraska
Ted Connealy, Burt Co. NE supervisors
Ann Chytka, Burt Co. NE supervisors
Kirsten Brown, USACE Rock Island District, Section 404
Adam Nebel, USACE Omaha District, Section 408 Program Manager
Brett Harbison, USACE Omaha District, Section 404
Ruth Bensinger, USACE, Site Manager Missouri River Recovery Program
Stacy Stupka, NDOT Cultural Resources Team Lead
Katie Turner, NDOT Cultural Resources Manager
Katie Jenner, NDOT Cultural Resources
Anne Bauer, NDOT
Anna Ondracek, NDOT Environmental Project Manager
Danielle Hardesty, NDOT NEPA Specialist
Dawn Knott, NDOT Project Manager – Project Development Division
Aritree Shreya, NDOT, Project Engineer – Project Development Division
Brennan Dolan, Iowa DOT Cultural Resources Team Lead/Tribal Liaison
Janee Becker, Iowa DOT Cultural Resources Manager
Christine Schwienebart, Iowa DOT, NEPA Manager
Jessica Felix, Iowa DOT District 3 Engineer
Sarah Tracy, Iowa DOT District 3 Transportation Planner
Michelle Winkelmann, BMCD Project Manager
Brandy Harris, BMCD, Natural and Cultural Resources Lead
Shari Cannon-Mackey, BMCD NEPA Lead
Jessica Kepka, BMCD

Attachments:

Presentation Slides

Meeting Notes:

The purpose of this meeting was to continue Section 106 consultation and discuss mitigation options for STP-51-7(109) Decatur Bridge: CN 32395. This proposed project constitutes an “undertaking” subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, 36 CFR Part 800.

- 1) Self-Introductions were made, see above attendance list
- 2) Section 106 Status Overview
 - a. Brandy Harris provided an overview of the four steps of the Section 106 Review process.
 - i. Step 1 initiated the process by determining the undertaking, coordinating with other reviews for NEPA compliance, identifying consulting parties and developing the plan to involve the public.
 - ii. Step 2 identified the Decatur Bridge as historic. The bridge was previously determined NRHP eligible under Criterion A: Transportation “for establishing a first highway crossing of a major waterway and as a major state bridge building initiative” and under Criterion C: Engineering, as a “steel continuous through-truss bridge of an exceptional span length” under the update to the Multiple Property Documentation Form, Intensive Architectural Survey of Iowa Primary and Secondary Road Bridges Built Between 1942 and 1970 (Baynard et al. 2011)
 - iii. Step 3 assessed adverse effects to the Decatur Bridge. Three categories of alternatives were studied as possible solutions to improve the river crossing: leave the crossing as it is today, repair or replace key components of the historic bridge, and alternatives that would build a new bridge to replace the Decatur Bridge.
 - iv. Step 4 is to resolve the adverse effects that include development and consideration of alternatives to avoid, minimize, or mitigate adverse effects.
- 3) Project Background
 - a. Identified as *Decatur Bridge*, the proposed project would improve the Nebraska Highway 51 (N-51) / Iowa Highway 175 (IA-175) Missouri River crossing in Burt County, Nebraska and Monona County, Iowa.
 - b. The purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand.
 - c. The project is needed to maintain safe and reliable connectivity; improve the infrastructure condition of the river crossing; and improve the crossing’s resiliency against flooding
- 4) Bridge History
 - a. The Decatur Bridge was built as a toll bridge by the Burt County Bridge Commission between 1951-1956. It was built “in the dry,” with the United States Army Corps of Engineers (USACE) diverting the Missouri River under the bridge in 1955.
 - b. The bridge began to receive regular structural repairs starting in 1970.
 - c. A major bridge repair occurred in 2000 which included installation of a steel grid deck.
 - i. Scour from the 2011 flood resulted in a 5-month closure to perform repairs.

- ii. The bridge operated as a toll bridge until 2013 when ownership was transferred to NDOT and Iowa DOT.
 - iii. A major repair in 2017 strengthened the floor beam.
 - iv. Another major repair is anticipated late 2025 / early 2026
- 5) Initial Input from Stakeholders
 - a. Brennan Dolan reminded meeting attendees that the Section 106 process is about making sure everyone's opinions and thoughts are made known and considered. Sharing stories about the bridge could help tell the history that the public should know. Brennan shared that when the ownership was transferred to NDOT and Iowa DOT in 2013, he visited the bridge when the toll booth that was still there. He noted that the story about what it was like to work on a bi-state toll bridge and how it connects communities on both sides is important.
 - b. Both Brennan and Stacy Stupka encouraged input from the meeting attendees.
- 6) Section 106 Mitigation Options
 - a. Stipulation Brainstorming - Meaningful Mitigation options
 - i. Should be relevant and commensurate with the resources' significance
 - ii. Offer a public benefit taking into account the views and considerations of the public and community containing the resource
 - iii. Accommodate the needs of all parties, including those who feel the property is important and the agency responsible for its management
 - iv. Think beyond traditional documentation strategies; may still be relevant but should consider broader resource and property type related options as well as offset mitigation that could benefit other resources
 - b. Option 1: Video
 - i. Produce a video similar to the "Bridging Generations – the Story of the Black Hawk Bridge" video (see link in meeting presentation). This is a mini documentary that tells the story of the bridge through the voices of the community. The video is about a half hour in length.
 - ii. Video should have a theme that would be memorialized in a Memorandum of Agreement (MOA). A storyboard would then be developed to help guide narration of the video. The Section 106 process would continue through the development of the video.
 - iii. Iowa DOT helped produce the video that was presented during the meeting.
 - iv. A video does a good job at reaching a broader audience.
 - v. Sara Andre commented that videos are a good mitigation option. They are very wholistic and hit the spot with resources and the community members.
 - vi. Brennan Dolan commented that although videos require a lot of work and consultation, they are well worth it.
 - c. Option 2: Digital Publication
 - i. Local community involvement that details the history and the stakeholders associated with the bridge.
 - ii. Examples provided, see links in presentation materials:
 - 1. Spans Through Time: A story map about the Broadway "John Jordan 'Buck' O'Neil Memorial" Bridge, which spanned the Missouri Rivier in Kansas City.

2. US-30 Cedar River Bridge: A story map about the first steel, continuous welded I-girder highway bridge with floor beams in Iowa. This publication lives online and includes some mini videos.
 3. Sioux City's Grand Avenue Viaduct, 1936-2010
- iii. Digital publications can be useful tools for teachers and students as the information is available online. Publications can also be printed.
- d. Option 3: Existing Marker in place Enhancement
 - i. The "Dry Land" bridge marker near the west abutment of the existing bridge, dated 2023, will need to be relocated as part of the project. The marker talks about the existing bridge.
 - ii. The existing marker could be a starting point. Potential enhancements could include adding a picture of the existing bridge to the marker or a panel with pictures adjacent to the marker that include pictures of the existing bridge and text that clarifies that the bridge the viewer would be looking at is a replacement bridge.
 - e. Meeting attendees' thoughts regarding mitigation
 - i. Kristen Brown (USACE) liked the idea of a video and having it available as an online resource. She inquired if the project team had garnered general public input regarding these options?
 1. Stacy Stupka noted that public input had not yet been requested.
 - ii. Brandy Harris noted that the design team would follow-up with representatives from the City of Decatur and the Decatur Museum since they couldn't attend this meeting.
 - iii. Michelle Winkleman suggested that mitigation could add to the collection of the Decatur Museum, as they had a recent fire that destroyed and/or damaged exhibits regarding the bridge.
 - iv. Iowa SHPO and Iowa DOT stated that mitigation efforts could be paired with local community interests or events. One suggestion was to pair this effort with Riverfront Days to showcase the mitigation and bring out public support. In past videos, Iowa DOT held a premier that was standing room only.
 - v. Burt County Supervisors suggested the video would be nice, but some people would prefer printed materials.
 - vi. Michael Sothan (NESHPO) mentioned that some level of bridge survey work could be a worthy mitigation effort. He would be agreeable to a video with a story map but stressed inclusion of the state-level significance of the bridge, which goes beyond the local / immediate area. He noted mitigation should be a good steward to community but also help forward preservation.
 - vii. Stacy Stupka noted that Onawa should be included in the mitigation as well as Decatur. Brennan Dolan suggested premiers for a video could be held in both communities.
 - viii. Mark Parker with the Omaha Tribe of Nebraska, suggested that videos and testimonials could be included from elders who might have ancestors who worked on the bridge. A cedarling for the new bridge when it opens or during construction was suggested as well. Mark noted that the bridge is a big part of

Meeting Notes *(cont'd)*



the Tribe's everyday life so bringing a little culture to the bridge would be awesome.

- f. Haylee Rose, NE SHPO inquired to who would draft the MOA.
 - i. Stacy Stupka noted that it would be a collaborative effort between NDOT and Iowa DOT to draft the stipulations.

Action Items

Burns & McDonnell

- 1) Prepare and send meeting notes.

FHWA / USACE

- 1) FHWA (Luke Pitts) as lead Federal agency for Section 106 will need to inform USACE Omaha District Missouri River Programmatic Agreement list.

Consulting Parties

- 1) Review and provide comments via email on mitigation options on or before December 29, 2025.

Section 106 Consulting Parties Mitigation Strategies Meeting

Decatur Bridge
STP-51-7(109); CN 32395

NOVEMBER 21, 2025



SAFETY MOMENT

Thanksgiving Safety Tips

- Stay in the kitchen when you are cooking on the stove top
- Stay in the home when cooking your turkey and check on it frequently
- Be sure electric cords are not dangling off the counter
- Keep the floor clear so you don't trip
- Make sure your smoke alarms are working

Agenda

Introductions

Section 106 Review
Process

Criteria of Adverse
Effect

Project Background

Mitigations Options

Stipulation
Brainstorming

Next Steps / Questions

Nebraska Department of Transportation

Iowa Department of Transportation

Federal Highway Administration

History Nebraska – SHPO

Iowa Economic Development Authority - SHPO

Omaha Tribe of Nebraska

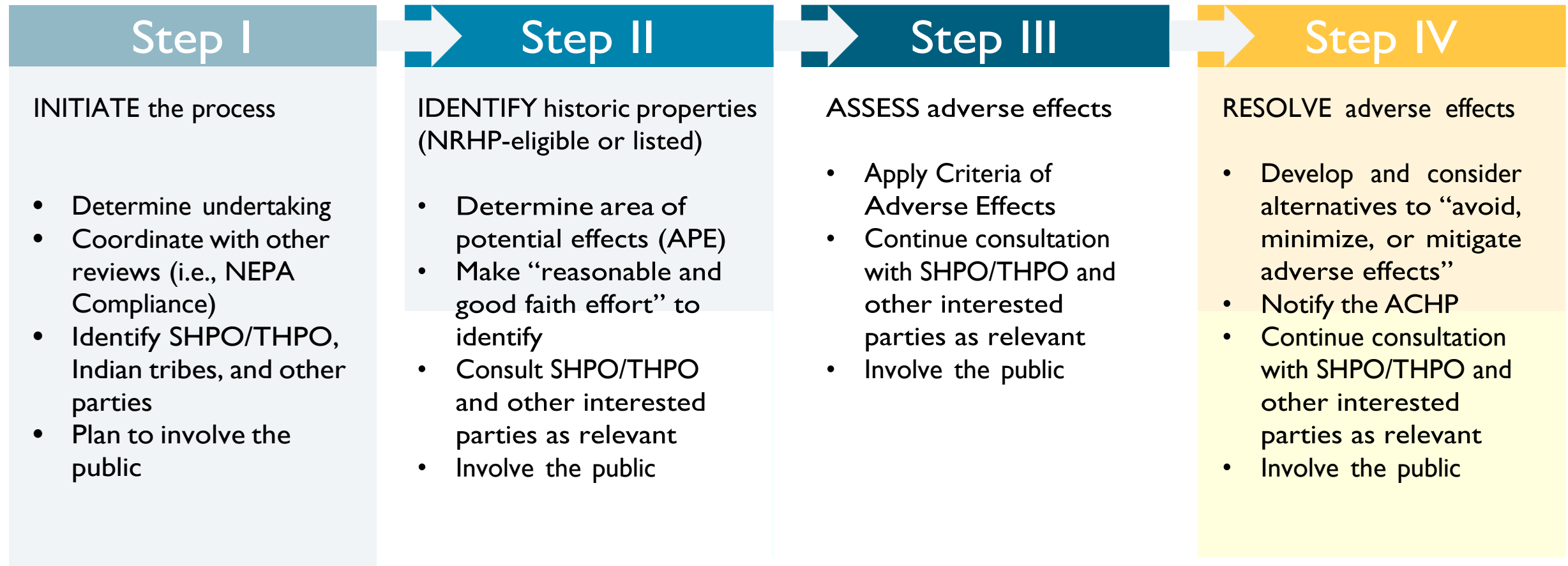
Winnebago Tribe of Nebraska

Cheyenne Nation

U.S. Army Corps of Engineers

Burns & McDonnell

Section 106 Review Process



Criteria of Adverse Effect 36 CFR § 800.5(a)(1)

ADVERSE EFFECT-

is found when an undertaking “may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property” for NRHP inclusion “in a manner that would diminish the property’s integrity”

Examples relevant to subject undertaking

Destruction or damage of all or part of a historic property (NRHP-listed or eligible)

Project Description

Identified as *Decatur Bridge*, the proposed project would improve the Nebraska Highway 51 (N-51) / Iowa Highway 175 (IA-175) Missouri River crossing in Burt County, Nebraska and Monona County, Iowa.



Project Purpose

The purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand.

Project Need

The project is needed to:

- Maintain safe and reliable connectivity
- Improve the infrastructure condition of the river crossing
- Improve the crossing's resiliency against flooding



Decatur Bridge History

1955

Built "in the dry," the United States Army Corps of Engineers (USACE) diverted the Missouri River under the bridge.

1970

Bridge began to receive regular structural repairs.

2000

Major Repair: Steel grid deck installed.

2011

Scour from the 2011 flood resulted in a 5-month closure to perform repairs.

2013

Operated as a toll bridge until 2013 when ownership was transferred to NDOT and Iowa DOT.

2017

Major Repair: Floor beam strengthening occurred.

2025

Major Repair: Anticipated late 2025 / early 2026

Built as a toll bridge by the Burt County Bridge Commission between 1951-1956, the Decatur Bridge has been previously **determined eligible for listing in the National Register of Historic Places (NRHP).**



Photo: Partially completed bridge & USACE excavation, 1955.



Historic Significance

It was previously determined NRHP eligible under **Criterion A: Transportation** “for establishing a first highway crossing of a major waterway and as a major state bridge building initiative” and under **Criterion C: Engineering**, as a “steel continuous through-truss bridge of an exceptional span length” under the update to the Multiple Property Documentation Form, *Intensive Architectural Survey of Iowa Primary and Secondary Road Bridges Built Between 1942 and 1970* (Baynard et al. 2011)

Stipulation Brainstorming

Meaningful Mitigation options:

- Should be relevant and commensurate with the resources' significance
- Offer a public benefit taking into account the views and considerations of the public and community containing the resource
- Accommodate the needs of all parties, including those who feel the property is important and the agency responsible for its management
- Think beyond traditional documentation strategies; may still be relevant but should consider broader resource and property type related options as well as offset mitigation that could benefit other resources



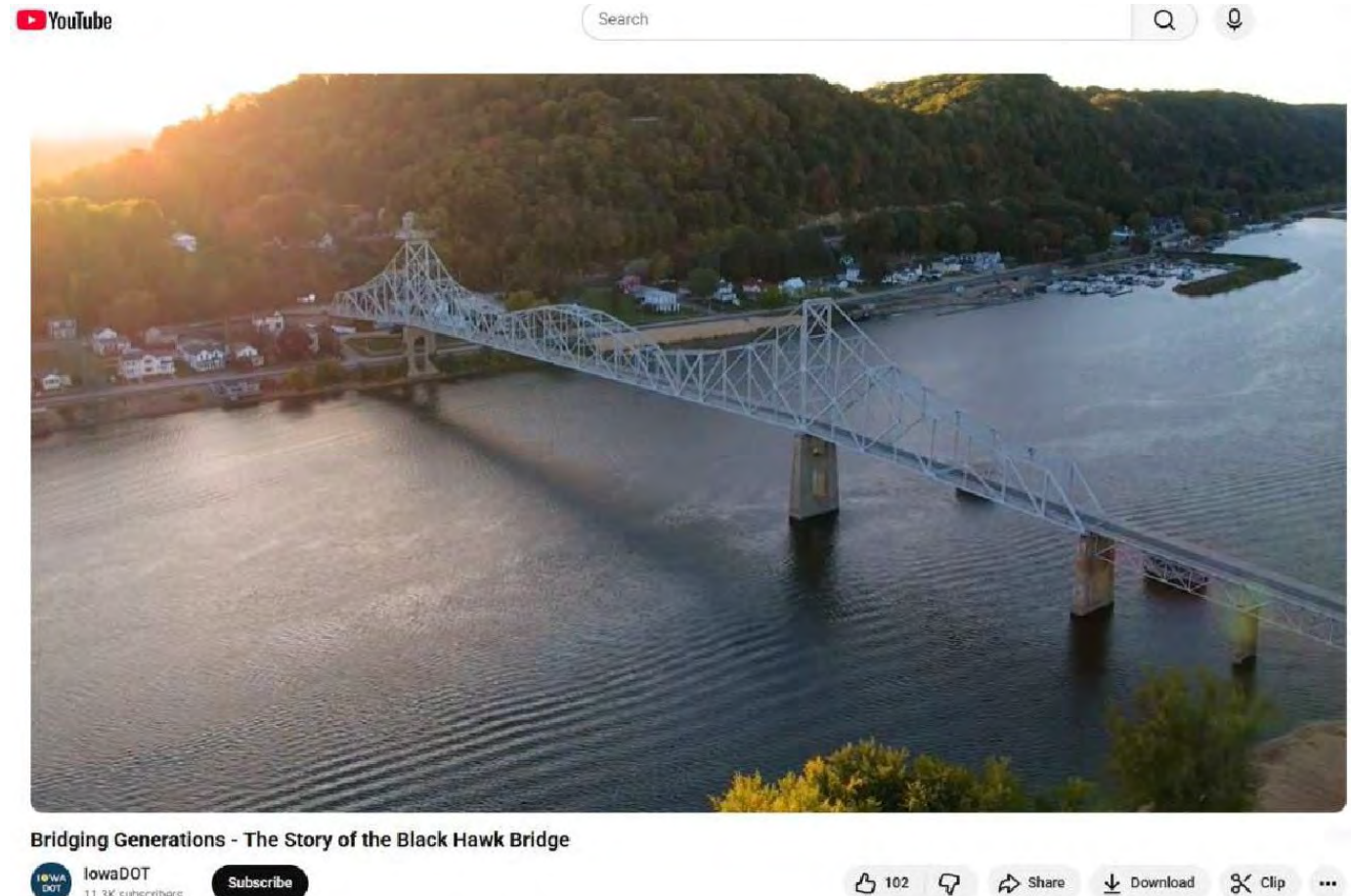
Photo: A “dry-land” bridge was built on the Nebraska side of the Missouri River in 1951 and the flow of the stream channeled under it in 1956. (Courtesy of the Omaha World-Herald and the Hudleson Studio, Onawa Iowa.)

Initial Input from Stakeholders

Preliminary Option 1: Video

Bridging Generations –
The Story of the Black
Hawk Bridge

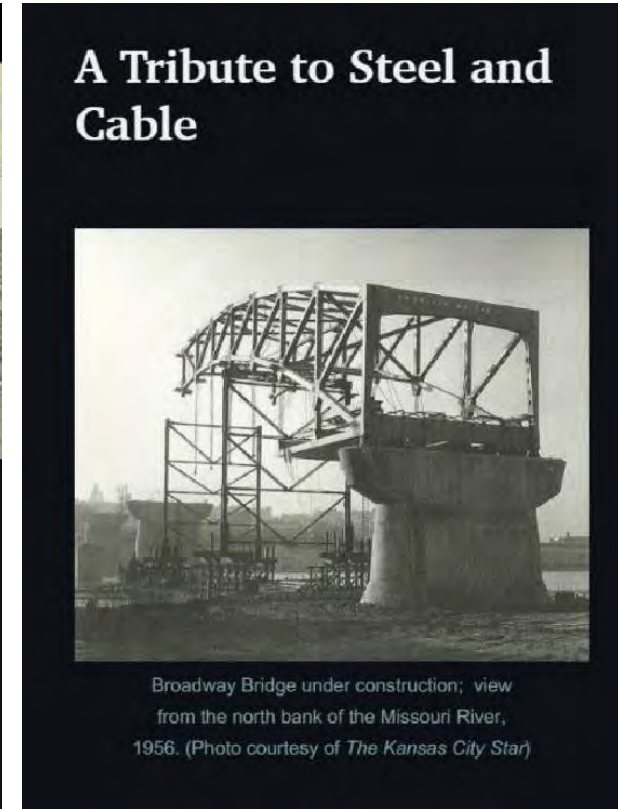
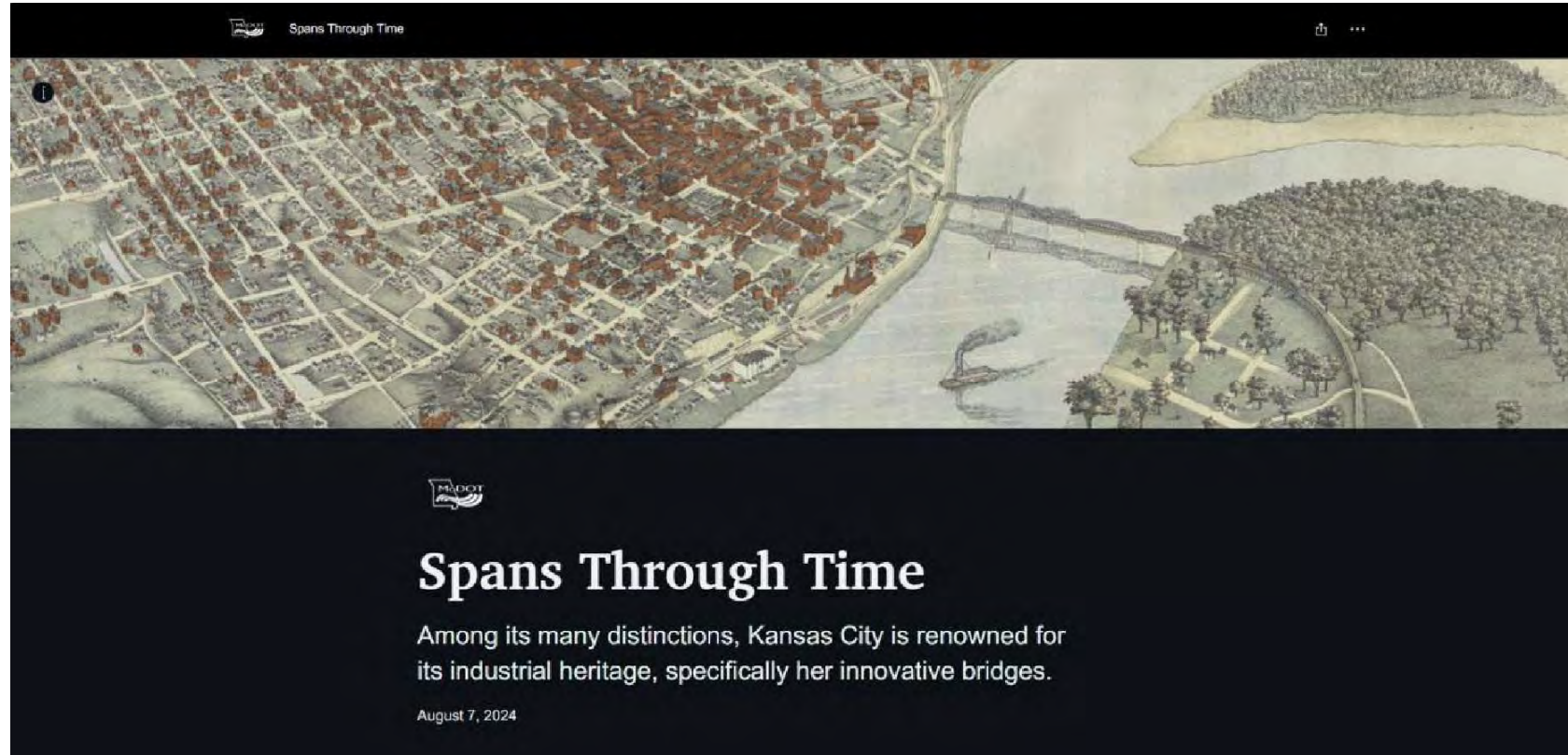
[https://www.youtube.com/
watch?v=ENUID_WKYwA](https://www.youtube.com/watch?v=ENUID_WKYwA)



Preliminary Option 2: Digital Publication

- Local Community
- Private origins
- Nearby relevant transportation history
- USACE - history

Preliminary Option 2: Digital Publication



[Spans Through Time](#)

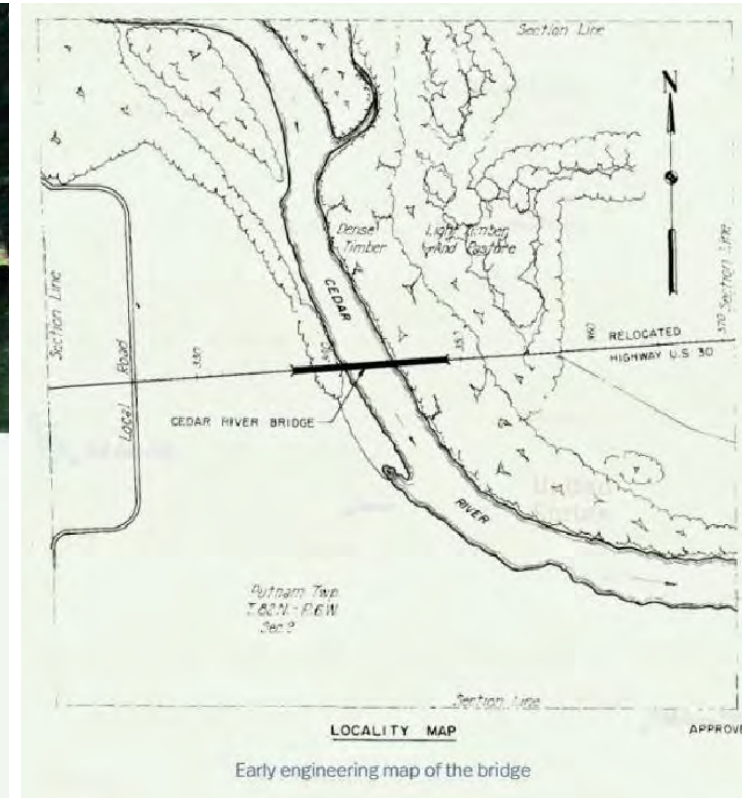
Preliminary Option 2: Digital Publication



US Highway 30 Cedar River Bridge

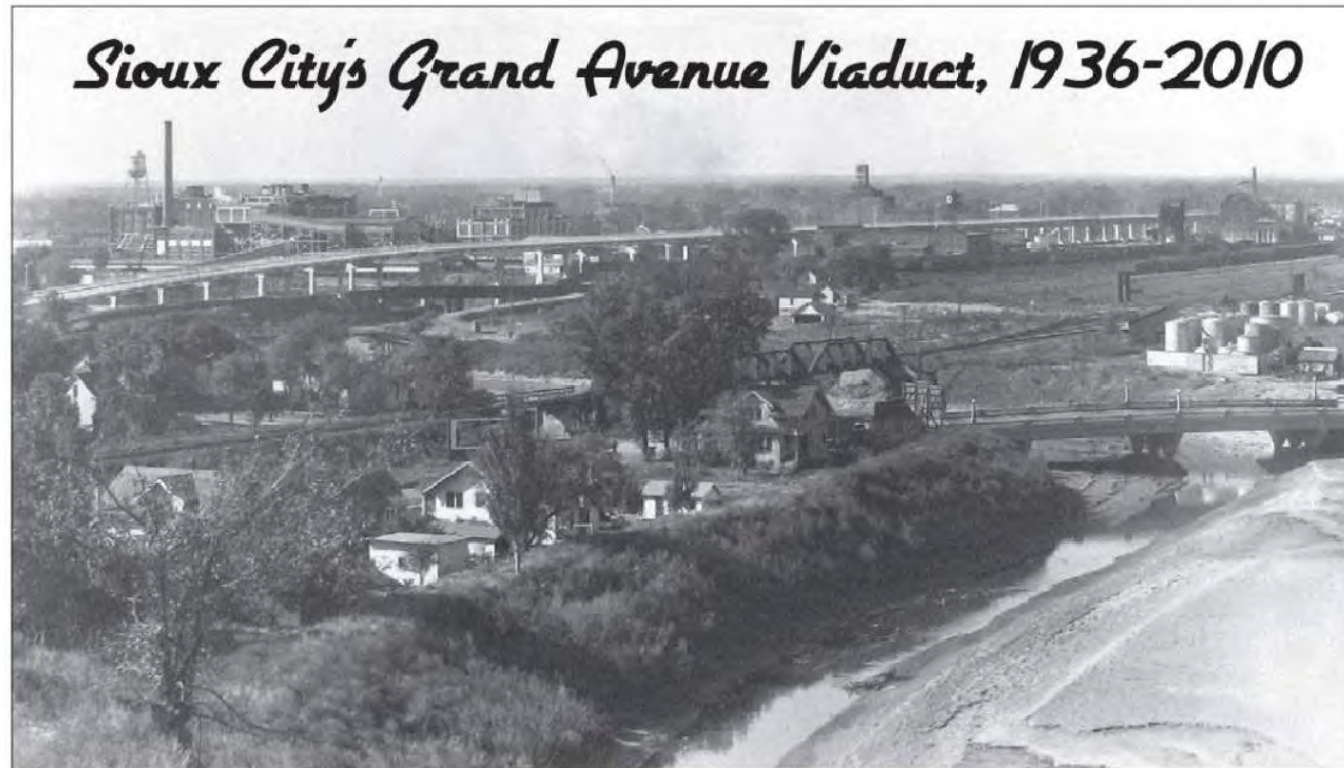
The first steel, continuous welded I-girder highway bridge with floorbeams in Iowa.

University of Iowa Office of the State Archaeologist
August 19, 2024



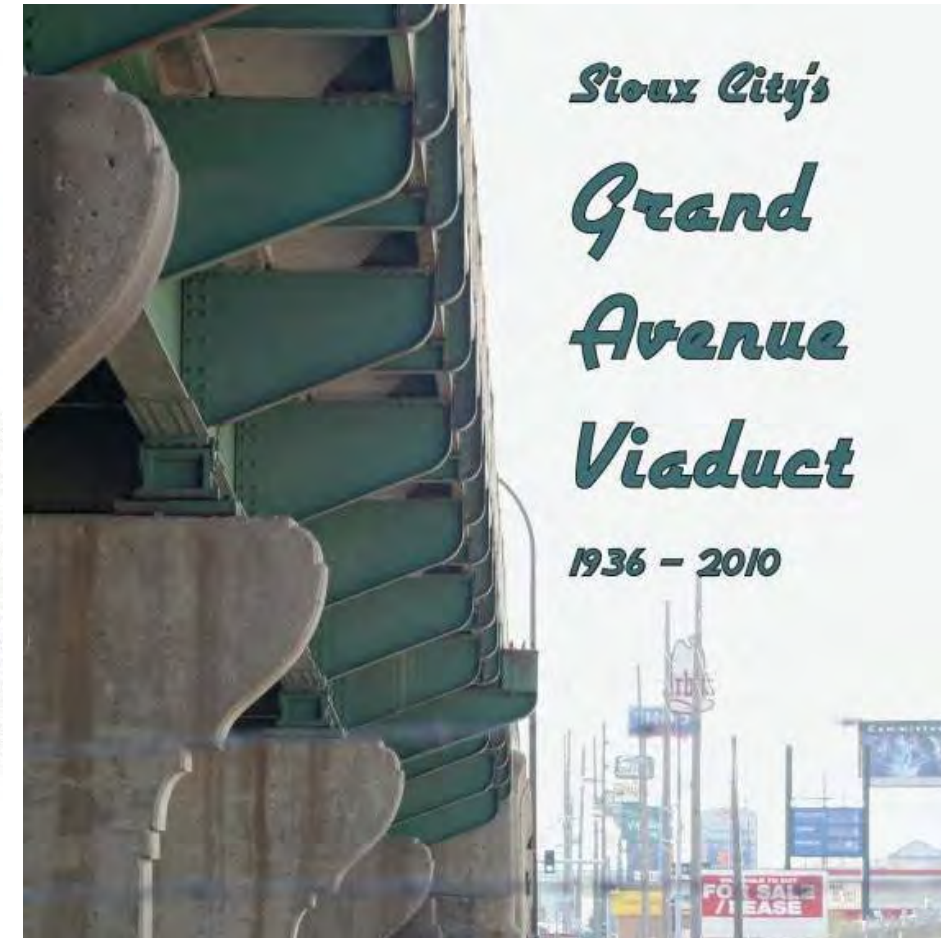
[US Highway 30 Cedar River Bridge](#)

Preliminary Option 2: Digital Publication



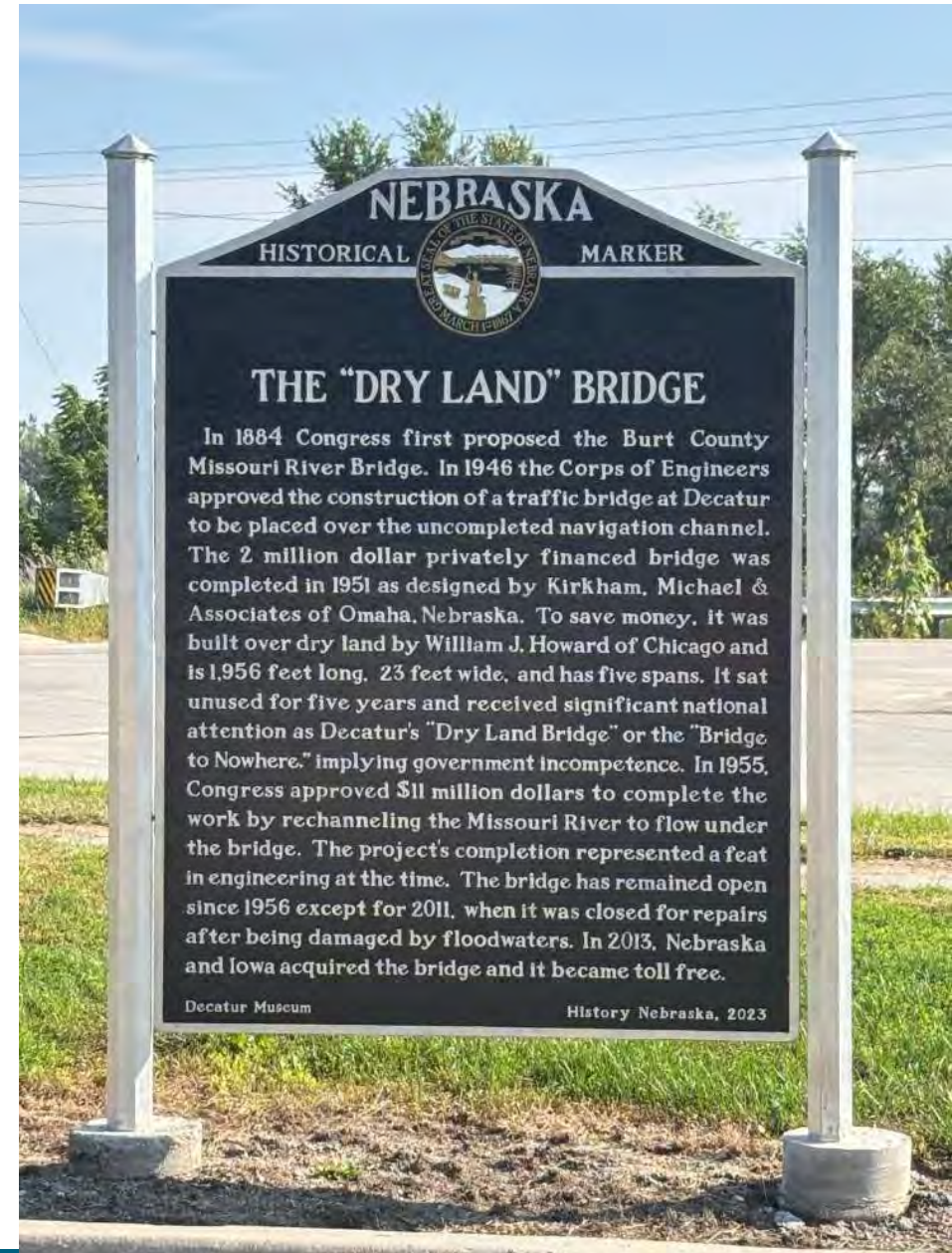
Original photograph for postcard view (opposite) of the new Grand Avenue Viaduct, c. 1938.

<https://iowadot.gov/media/3486/download?inline>



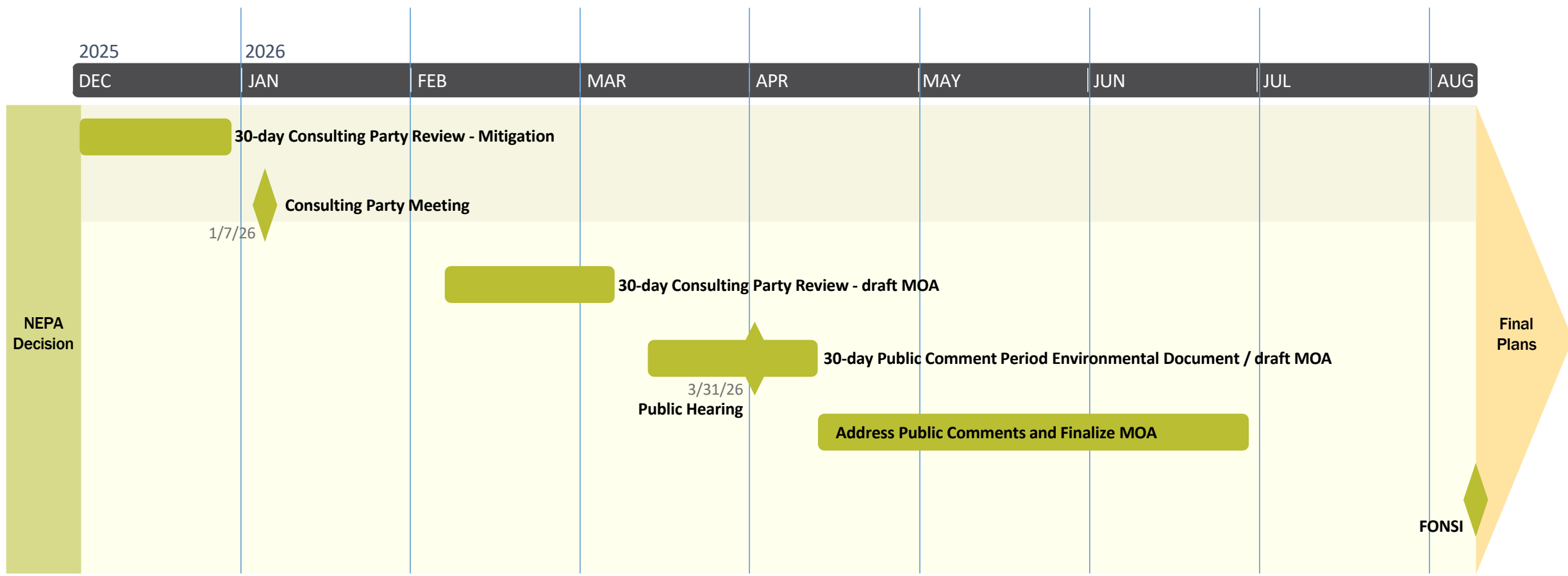
Preliminary Option 3:

Existing Marker In Place Enhancement



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Schedule Overview



We are seeking your input!

- Your ideas today regarding appropriate mitigation will be considered during Memorandum of Agreement (MOA) development.
- Meeting minutes and mitigation options will be submitted to attendees via email with 30-day review window.
- After 30 days, a follow-up meeting (targeting January 7, 2026) will be held to finalize selection and to allow for preparation of a DRAFT MOA
- Once the MOA is distributed, you will have 30 days to provide comments and/or to request signatory status.



Email

Brandy Harris

bmharris@burnsmcd.com

Meeting Notes



Meeting Subject: Decatur Bridge Section 106 Mitigation – Consulting Parties Meeting
Meeting Date: Wednesday, January 7, 2026
Time: 1:00 PM
Location: Microsoft Teams
Project Name: Decatur Bridge
Project No.: CN 32395, STP-51-7(109)

Attendees:

Michael Sothan, NE SHPO Deputy State Historic Preservation Officer
Haylee Rose, NE SHPO Review & Compliance: Standing Structures Coordinator
Mariska Molnar, NE SHPO Preservation Archeologist
Sara Andre, Iowa SHPO, Historic Preservation Specialist
Branden Scott, Iowa SHPO Archaeologist
Kirsten Brown, USACE Rock Island District, Section 404
Adam Nebel, USACE Omaha District, Section 408 Program Manager
Brett Harbison, USACE Omaha District, Section 404
Katie Turner, NDOT Cultural Resources Manager
Jon Barber, NDOT Environmental Documents Unit
Anne Bauer, NDOT
Anna Ondracek, NDOT Environmental Project Manager
Danielle Hardesty, NDOT NEPA Specialist
John Coburn, NDOT Project Manager – Project Development Division
Aritree Shreya, NDOT, Project Engineer – Project Development Division
Kevin Domogalla, NDOT District 3 Engineer
Brennan Dolan, Iowa DOT Cultural Resources Team Lead/Tribal Liaison
Janee Becker, Iowa DOT Cultural Resources Manager
Christine Schwienebart, Iowa DOT, NEPA Manager
Jessica Felix, Iowa DOT District 3 Engineer
Brandy Harris, BMCD, Natural and Cultural Resources Lead
Shari Cannon-Mackey, BMCD NEPA Lead
Jessica Kepka, BMCD

Attachments:

Presentation Slides

Meeting Notes:

The purpose of this meeting was to continue Section 106 consultation and determine a preferred mitigation option for STP-51-7(109) Decatur Bridge: CN 32395 to be included in a Memorandum of Agreement (MOA). This proposed project constitutes an “undertaking” subject to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, 36 CFR Part 800.

- 1) Self-Introductions were made, see above attendance list
 - a. Katie Turner noted that both Stacy Stupka (NDOT) and Luke Pitts (FHWA) were ill and would not be attending
- 2) Input from Interested Parties

- a. Option 1: Video
 - i. Sara Andre commented that a video is a good mitigation option because it can hit so many different people – tribes, community, etc.
 - ii. Kirsten Brown noted her preference for the video option. She also inquired if the video content could be made into a publication or link to share with schools etc.?
 - 1. Brennan Dolan responded that that is possible
 - iii. Brennan Dolan commented that the nice part about a video is that you don't have to be local to be engaged with it. He noted that the example video is closing in on 10,000 views. What a preservation payoff. He also noted that ballpark costs generally are equal to higher level documentation – past ones have been between \$30-50,000. Brennan also noted that it would be imperative that we have some agency voices captured in the video too, maybe Brennan, Stacy, or Katie.
 - iv. Haylee Rose inquired about community outreach. If showing the video would be a stipulation or just the production of the video on its own?
 - 1. Brennan Dolan responded that the timing is tricky but we could reach out to communities to show the video and could have a stipulation that we could help facilitate a “community debut”.
 - v. NE SHPO representatives took a neutral response to the video option.
- b. Option 2: Digital Publication
 - i. Brennan Dolan noted that story maps get traffic, but views are only in the hundreds compared to a video.
- c. Option 3: Existing Marker in place Enhancement
 - i. Meeting representatives noted that this option is far less accessible than a video or story map
 - ii. Michael Sothan noted that he would see this option in addition to another mitigation option, not as a standalone option. The existing marker would be mothballed and a determination made later to reinstall as part of an expanded display at an appropriate location or to recycle it.
 - iii. Kevin Domagala noted to work with the Village to determine the “thoughtful” placement of it or a replacement display after construction.
- d. Attendee consensus was to support a combination of options 1 & 3.
 - i. Haylee Rose noted the location of marker would need to be moved regardless and that verbiage would be reviewed and approved by SHPO.
 - ii. Brennan Dolan noted that marker casting lead time is usually 9 months.

Section 106 Consulting Parties DRAFT MOA Review Meeting

Decatur Bridge
STP-51-7(109); CN 32395

JANUARY 7, 2026



SAFETY MOMENT

Leverage GIS for Road Safety

- GIS is more than a mapping tool – it's a decision-making engine for safety
- GIS visualizes risks and enables proactive planning



Agenda

Introductions

Review of Proposed
Mitigation Options

Next Steps / Questions

Nebraska Department of Transportation

Iowa Department of Transportation

Federal Highway Administration

NE SHPO

Iowa Economic Development Authority – SHPO

Iowa OSA

Omaha Tribe of Nebraska

Winnebago Tribe of Nebraska

Cheyenne Nation

U.S. Army Corps of Engineers

Burns & McDonnell

Interested Parties Input

Option I : Video

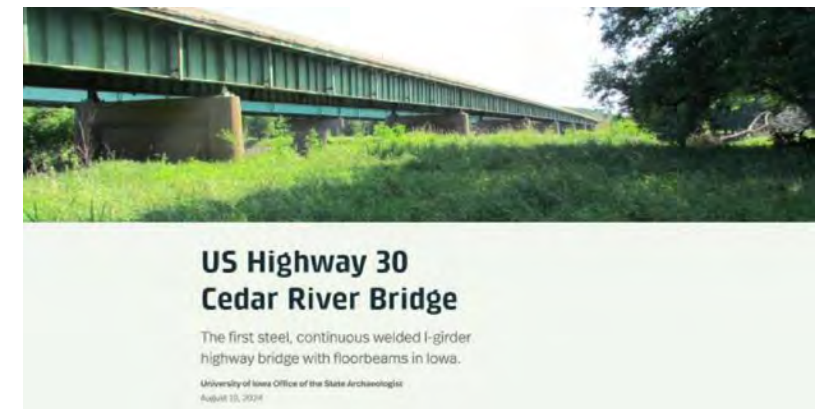
- Sara Andre (Iowa SHPO) - videos are a good mitigation option. They are very wholistic and hit the spot with resources and the community members.
- Kristen Brown (USACE) liked the idea of a video and having it available as an online resource.
- Mark Parker (Omaha Tribe of Nebraska) - videos and testimonials could be included from elders who might have ancestors who worked on the bridge.
- Burt County Supervisors - video would be nice, but some people would prefer printed materials. vi.
- Michael Sothan (NESHPO) mentioned would be agreeable to a video with a story map but stressed inclusion of the state-level significance of the bridge, which goes beyond the local / immediate area.



Interested Parties Input

Option 2 : Digital Publication

- Digital publications can be useful tools for teachers and students as the information is available online. Publications can also be printed.



Interested Parties Input

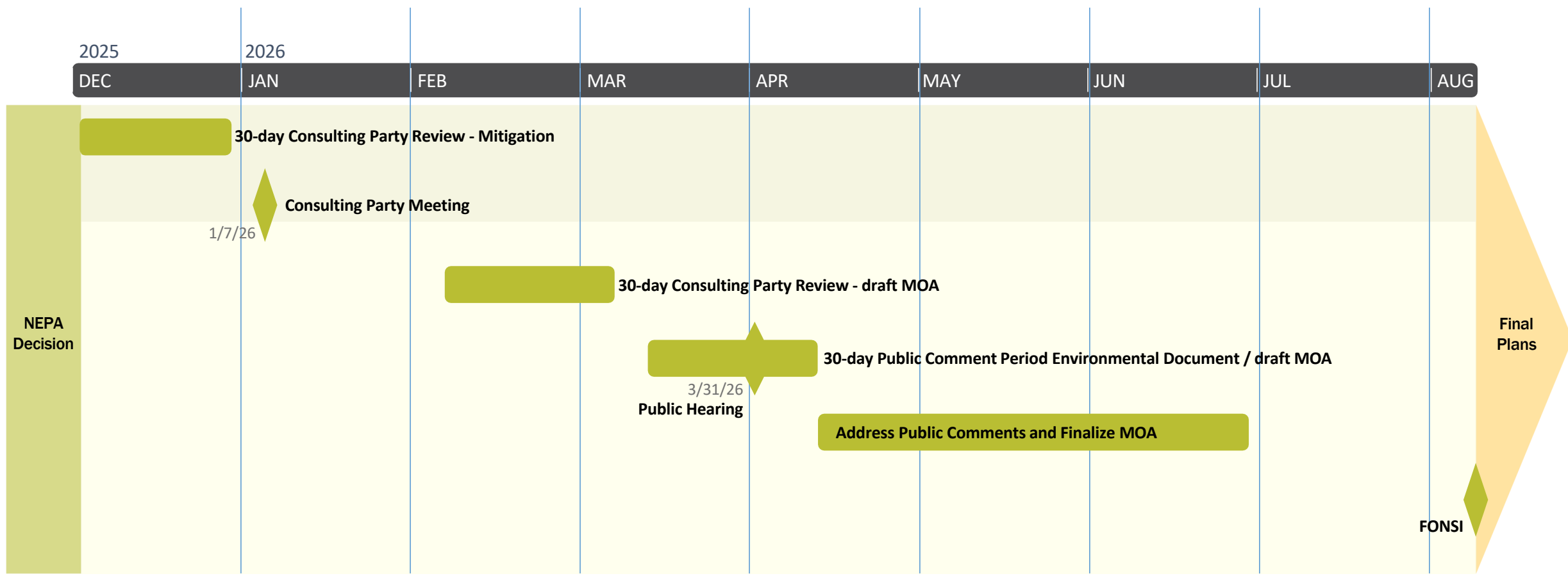
Option 3 : Existing Marker in Place Enhancement

- The existing marker could be a starting point. Potential enhancements could include adding a picture of the existing bridge to the marker or a panel with pictures adjacent to the marker that include pictures of the existing bridge and text that clarifies that the bridge the viewer would be looking at is a replacement bridge.



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Schedule Overview



We are seeking your input!

- Your ideas today regarding appropriate mitigation will be considered during Memorandum of Agreement (MOA) development.
- DRAFT MOA will be submitted to attendees via email, you will have 30 days to provide comments.



Email

Brandy Harris

bmharris@burnsmcd.com

Appendix H

Public and Interested Party Involvement

Accessibility Support

This document may contain elements that are not fully accessible to screen readers. For a detailed explanation of the content or to request an alternative format, please contact Marissa Kuehn, NDOT Public Involvement Manager at marissa.kuehn@nebraska.gov or 402-479-4514



Decatur Bridge

Burt County, NE and Monona County, IA

NDOT Project Number: STP-51-7(109)

Control Number: 32395

Iowa DOT Project Number: STP-175-1(106)--2C-67

PUBLIC AND INTERESTED PARTY INVOLVEMENT REPORT

March 2026



To: NDOT Environmental
From: Sarah Fisher, Public Involvement Specialist, NDOT
Date: 8 November 2024
RE: Public Involvement Summary Memo, STP-51-7(109) Decatur Bridge; CN 32395

**Public Involvement Outreach for Community Advisory Group Meeting #1:
CN 32395, STP-51-7(109), Decatur Bridge**

Based on an analysis of the project scope, two Community Advisory Group (CAG) meetings and public notification in the form of an email invitation were used as outreach tools for the public involvement on this project. The first CAG meeting was held at the Onawa Community and Recreation Center, 320 10th Street, in Onawa, Iowa on Thursday, January 18, 2024, from 1:00 – 4:00 PM, with 20 stakeholders in attendance. The meeting notification included emails to approximately 30 community members representing a cross-section of local interests, representing both the Nebraska and Iowa sides of the project study area.

During the meeting, the Nebraska Department of Transportation (NDOT) team, in partnership with the Iowa Department of Transportation (Iowa DOT) and Federal Highway Administration (FHWA), delivered a presentation that included a project overview and anticipated timeline, followed by small group discussions where participants were encouraged to share thoughts and considerations for the study. A community-wide survey draft was shared with attendees for the opportunity to provide feedback prior to the survey launching publicly the following week (February 1).

A summary of the attendees' comments and discussion follows and is organized by topic. Bolded terms indicate topics that were reiterated by several meeting participants.

Need for a Bridge

- The Decatur Bridge provides **vital connectivity** and quality-of-life benefits to both communities on both sides of the river.
- Access to **healthcare** was top of mind for nearly all participants as the closest area hospital is in Onawa. The nearest facilities on the Nebraska side are about 40 miles away in Pender and Blair.
 - Home healthcare aides from Burgess Medical Center in Onawa cross the bridge to care for patients in the Decatur area.
- Onawa offers the closest emergency helicopter landing pad – carrying patients to Omaha or Sioux City. Blair offers the closest alternative landing area but requires a 45–50-minute drive.
- Both states support each other with **emergency services and mutual aid**, as needed. The Decatur Fire Department crosses the bridge to provide emergency support with brush fires in rural areas of Iowa.
 - Onawa currently employs four people from Decatur on the emergency response team. If the crossing were closed, the loss of access could lead to a reduction in these staff members.
- Several **essential needs and economic opportunities** exist that residents of Decatur access across the bridge, including jobs/major employers, education, groceries and auto parts. The following were named specifically by CAG participants:

- Burgess Health Center
- Casinos (four vans per day transport employees from Walthill and Macy)
- Universities (administration as well as college students in Nebraska tend to work in Onawa)
- Hard steel (Norfolk)
- Westendorf Manufacturing in Onawa
- Grocery distributors (Hy-Vee requires 10 trucks per day)
- Central Valley Ag
- In 2011 when the bridge was closed for six months, participants recalled several people who lost jobs due to the increased travel time required to get from Decatur to Onawa. The time and cost of travel outweighed the income.
- Businesses on both sides of the river depend on **commerce/shoppers** traveling across the bridge. The sentiment was that without the bridge, businesses would be required to close.
- **Agricultural considerations** – farmers have lands on both sides of the river and use the bridge to access them. Peak use of the crossing by farm vehicles occurs during spring planting and autumn harvest.
- Access to **quality of life/recreation** is also facilitated via the bridge. The area is a popular outdoor recreation/camping stop. The nearest movie theater for Decatur residents is in Onawa.
- Removal of the existing bridge would impact both communities' opportunities for future growth and economic development.

Existing Bridge Deficiencies

- The existing bridge is considered **too narrow** for semi-trucks and large farm equipment to safely cross.
 - When semi-trucks and farm equipment meet traveling on the bridge, one is forced to back up to allow the other to pass.
 - Trucks carrying haybale loads have hit the rails, dislodging haybales creating dangerous roadway obstructions.
- Frequent crashes on the bridge were noted.
- Existing bridge **load requirements** are lower than current standards. This is a challenge for transporting area agriculture products and results in industries considering other locations to develop. Unpermitted loads (loads that may exceed the posted weight restrictions) cross the bridge regularly.
- The **open-grate decking** can be unnerving for some. It is dangerous for bicycles and even motorcycles to cross.
- The grade/slope of the roadway is rather steep coming into Decatur and contributes to increased travel speeds. Improvements to the bridge should consider flattening the grade.
- Snow removal, if not done correctly, can further restrict the already narrow travel lanes.
- Riverbank stabilization is needed.

Travel Time

- Without the bridge, travel times from Decatur to Onawa would be about 100 minutes (1.5-1.75 hours) according to participants requiring the use of the other nearest river crossings.
- Decatur access to the Onawa hospital increases to about 50 minutes, compared to the 10–15-minute travel time using the existing crossing at Decatur.

Bridge Location

- Participants generally agreed that a new bridge should be **as close as possible to the existing bridge**.
- Attendees indicated a preference for a new bridge being located on the north side (upstream) of the existing bridge to avoid the sewer treatment facility and a regionally popular public park/campground.
- General sentiment was that a replacement bridge should **continue to carry travelers through Decatur downtown** – an economic driver for the community that must be maintained.
- Participants voiced a desire to **minimize impacts** to public and private property.
- The Village of Decatur is considering plans to provide more development near the river. Two Rivers Development is planning to build a four-plex apartment complex north of 7th Street near the base of the bridge.
- The study team should review the long-term comprehensive plan for the Village of Decatur to map out future developments and opportunities for growth as part of the alignment screening/evaluation process.

Bridge Closure and Detours

- Overwhelming feedback indicated a bridge closure, especially for an extended period of time, would be damaging to both Decatur and Onawa residents.
- Permanent closure would be devastating to the Decatur community.
- A short-term closure could be acceptable, but participants voiced a strong need to **keep access open through construction for as long as possible**. Short-term closures were categorized as one to three months. However, with the last one-month closure, participants recounted that some people lost their jobs because of increased travel time/cost.
- **Bridge permanent or temporary closures would result in financial impacts** for low-income families who don't have the funds to travel farther to the next closest crossing.
 - A bridge permanent or temporary closure would have a huge impact on students and staff at the Nebraska Indian Community College (NICC); 70% of NICC students are considered low income.
- A preference for the closure to occur during the winter months when the campground is closed was noted.

- Decatur City Park, south of the bridge, offers the most convenient public **boat ramp** and is the only one available in the immediate area. CAG members indicated the need and desire to keep the park and boat ramp open during construction to support its use by emergency services.
- Highway 175 is a recommended detour for Interstate 29 closures.

Bridge Users

- Few pedestrians cross the bridge; however, some NICC students walk across to work. There is no pedestrian accommodation on the existing bridge; therefore, pedestrians are intermixing with vehicular traffic.
- The open-deck grate is dangerous to bicycles and even motorcycles to travel across.
- Participants inquired as to whether the existing bridge could remain open as a bicycle and pedestrian path/crossing of a new bridge is constructed.
- An individual mentioned there may be a planned bicycle trail on the Iowa side, but a connection across the river was not included.

Community Perspective, Seasonal Events and Impacts to Consider

- Participants shared that Decatur and Onawa are **twin cities**, a river divides them, but they function together as one – providing partnership and support for vital EMS and fire services.
- While the existing bridge does have historical interest but is not seen as a “trademark” or “landmark” for Decatur. Most participants believe the community would prefer a functional bridge and replacing the existing bridge should not upset the community.
- **Tourism** draws many people to the area, particularly April 1 through October 31 (weather dependent).
- The area has **four seasonal draws**, including summer holidays (4th of July and Labor Day along with every summer weekend people come to recreate). Fall draws visitors for deer and duck hunting. Ice fishing tournament & chili contest bring people into town during the winter. April begins the draw of visitors wanting to be on the river in the spring.
- Events to consider: Memorial Day, River Front Days (Father’s Day), harvest season (hauling grain), Monona County Fair (mid-July), Fireworks July 3rd and Pow Wow weekend.
- For Pop-n-Docs, Labor Day and Memorial Day are important.
- The Decatur Museum is working to place a commemorative marker near the historic bridge on the Nebraska side.
- CAG members see this important project as an opportunity to invest in the community and to build momentum for future economic development and community enhancements.
- Some participants inquired about widening the existing highway through Decatur.
- An eagle’s nest was identified just east of the existing bridge.

Request to serve as a Community Advisory Representative for the Decatur Bridge Project

From Hummel, Lisa K <lkhummel@burnsmcd.com>

Date Thu 12/7/2023 3:02 PM

To decaturrfd@yahoo.com <decaturrfd@yahoo.com>

Cc Nelsen, Lucas <lucas.nelsen@nebraska.gov>

Dear Chief Punke:

The Decatur Bridge is a historic landmark that has provided regional connectivity for more than 70 years. Ongoing maintenance of the aging bridge indicates it is time to determine the appropriate long-term solution to provide continued access across the Missouri River. We are inviting you or an appropriate representative from the Decatur Fire Department to serve in an advisory role as we explore how best to deliver a solution that serves the local communities.

Identified as Decatur Bridge, the proposed project would evaluate options to improve the Nebraska Highway 51 (N-51) / Iowa Highway 175 (IA-175) Missouri River crossing. The project planning and design effort will occur over three phases. The first phase is a proposed location and environmental study. Construction is anticipated to begin in 2029 dependent upon available funding.

We are looking for one representative from the Decatur Fire Department to serve on a Community Advisory Group (CAG) for the Decatur Bridge project. The group would meet in person two times during the study phase. Community-wide outreach and public meetings will also be held.

1. Meeting #1 is scheduled for January 18, 2024, from 1-4 p.m. at the Onawa Community and Recreation Center – Kelly Hall (320 10th Street Onawa, IA 51040).
2. Meeting #2 is tentatively planned for April 2024.

If you or a representative would like to participate, please reply to this email at lkhummel@burnsmcd.com or contact me by phone (816) 349-6821.

A project website is available with additional project details: ndot.info/32395.

The Nebraska Department of Transportation (Nebraska DOT), in partnership with the Iowa Department of Transportation (Iowa DOT), are working with a consultant team (Burns & McDonnell) to deliver this project.

Sincerely,

Lisa Kay Hummel on behalf of
Lucas Nelsen, Nebraska DOT and
Dakin Schultz, Iowa DOT

Lisa Kay Hummel

Project Manager / Program Mgmt & Planning
Burns & McDonnell

Office 816-349-6821 / Mobile 816-521-8746

lkhummel@burnsmcd.com

9450 S Ward Parkway, Kansas City, MO 64114

Request to serve as a Community Advisory Representative for the Decatur Bridge Project

From Hummel, Lisa K <lkhummel@burnsmcd.com>

Date Tue 11/7/2023 4:15 PM

To chamber@onawa.com <chamber@onawa.com>

Cc Schultz, Dakin <dakin.schultz@iowadot.us>

Bcc Nelsen, Lucas <lucas.nelsen@nebraska.gov>; Decatur Bridge, STP-51-7(109), CN 32395 <DecaturBridge_STP-51-7_109_CN-32395@Burnsmcd.onmicrosoft.com>

Dear Jenn Collison:

We are looking for one representative from the Onawa Chamber of Commerce to serve on a Community Advisory Group (CAG) for the Decatur Bridge project. The group would meet in person two times during the study phase. Community-wide outreach and public meetings will also be held.

1. Meeting #1 is scheduled for January 18, 2024, from 1-4 p.m. at the Onawa Community and Recreation Center – Kelly Hall (320 10th Street Onawa, IA 51040).
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The Nebraska Department of Transportation (Nebraska DOT), in partnership with the Iowa Department of Transportation (Iowa DOT), are working with a consultant team (Burns & McDonnell) to deliver this project.

Sincerely,

Lisa Kay Hummel on behalf of

Lucas Nelsen, Nebraska DOT and Dakin Schultz, Iowa DOT

Lisa Kay Hummel

Project Manager / Program Mgmt & Planning

Burns & McDonnell

Office 816-349-6821 / Mobile 816-521-8746

lkhummel@burnsmcd.com

9450 S Ward Parkway, Kansas City, MO 64114

From: Schultz, Dakin <Dakin.Schultz@iowadot.us>

Sent: Monday, October 30, 2023 10:40 AM

To: Felix, Jessica <jessica.felix@iowadot.us>; Winkelmann, Michelle L <mlwinkelmann@burnsmcd.com>; Hummel, Lisa K <lkhummel@burnsmcd.com>

Subject: FW: Project kickoff for the Decatur Bridge Location and Environmental Study Project

From: Chamber <chamber@onawa.com>

Sent: Monday, October 30, 2023 10:39 AM

To: Schultz, Dakin <Dakin.Schultz@iowadot.us>

Subject: RE: Project kickoff for the Decatur Bridge Location and Environmental Study Project

CAUTION:

This email originated from outside the Iowa Department of Transportation.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the information. I signed up to receive e-mails so I can keep up to date on the progress.

Jenn Collison, Director
Onawa Chamber of Commerce
707 Iowa Ave
Onawa, IA 51040
712-423-1801
chamber@onawa.com
www.onawachamber.com

From: Schultz, Dakin <Dakin.Schultz@iowadot.us>

Sent: Monday, October 30, 2023 9:29 AM

To: Chamber <chamber@onawa.com>

Cc: Felix, Jessica <Jessica.Felix@iowadot.us>; mlwinkelmann@burnsmcd.com; lkhummel@burnsmcd.com

Subject: FW: Project kickoff for the Decatur Bridge Location and Environmental Study Project

Jenn

The Decatur Bridge has provided regional connectivity between Burt County, Nebraska and Monona County, Iowa for more than 70 years and serves as an important link to jobs and services. Ongoing maintenance of the aging bridge indicates it is time to determine the appropriate long-term solution to provide continued access across the Missouri River.

Identified as *Decatur Bridge*, the proposed project would evaluate options to improve the Nebraska Highway 51 (N-51) / Iowa Highway 175 (IA-175) Missouri River crossing. The project planning and design effort will occur over three phases outlined below. Construction will be dependent on available funding.

Phase 1: Feasibility Study (Fall 2023 – Fall 2024)

This early assessment of the project begins with environmental studies and public input to better understand existing conditions and future needs.

Phase 2: Preliminary Design & National Environmental Policy Act (NEPA) Decision (Fall 2024 – Fall 2025*)

Alternatives would be considered, and preliminary plans would be developed as part of the NEPA decision-making process, resulting in a preferred alternative and an approved NEPA decision document.

Phase 3: Final Design (Anticipated to begin in 2026 following NEPA approval)

The preferred alternative will be advanced through final design and construction plans will be made. Construction is anticipated to begin in 2029 dependent upon available funding.

*All dates and timeframes subject to change.

The study of such possible future improvements to the crossing are subject to compliance with the NEPA, Section 4(f) of the Department of Transportation (DOT) Act, and Section 106 of the National Historic Preservation Act (NHPA).

Currently, the team is identifying community members to serve in an advisory role for the project. Public outreach is scheduled to begin in mid-January of 2024 with a community-wide survey. Public information meetings are tentatively planned for June 2024.

Those interested in receiving email updates at key project milestones are encouraged to sign-up via the project website: ndot.info/32395.

Nebraska DOT has contracted Burns & McDonnell Engineering Company, Inc. (Burns & McDonnell) to assist with delivering this project. Nebraska DOT is leading this project in partnership with the Iowa DOT.

Dakin Schultz, Iowa Department of Transportation

Decatur Bridge - CAG Meeting #1

Organizer Hummel, Lisa K <lkhummel@burnsmcd.com>

Meeting time This event occurred 9 months ago (Thu 1/18/2024 1:00 PM - 4:00 PM)

Location Kelly Hall - Onawa Community and Recreation Center 320 10th St. Onawa, IA 51040

My response Not yet responded

Required attendees Hummel, Lisa K, Mbsiecke@gmail.com, kpunke05@gmail.com, mayor@onawa.com, John Casady, roads@burtcountyne.gov, sheriff@burtcountyne.gov, mocoema@mononacounty.org, mocodist3@mononacounty.org, mocoso@mononacounty.org, janejudt@gmail.com, ahadden@burgesshc.org, lbeaudette@lyonsdecaturschools.org, Marty Fonley, Dawne Price, economicdevelopment@burtcounty.org, chamber@onawa.com, cweaver@onawa.com, cepersinger@gmail.com, doug.chafa@dnr.iowa.gov, Jean Parker-Morris, bappleton@bbbend.com, mark@popndocs.com

Optional attendees Schultz, Dakin, Nelsen, Lucas, Winkelmann, Michelle L, Decatur Bridge, STP-51-7(109), CN 32395, Lindsey Beaudette

Message sent Fri 1/12/2024 1:20 PM

Thank you for your willingness to serve as a Community Advisory Group (CAG) member for the Decatur Bridge project.

Purpose of Meeting: Introduce CAG participants to the Decatur Bridge project purpose, goals, and timeline. Gather information regarding existing conditions and features and obtain your input and feedback. We will walk through the draft community survey and ask that you help promote the survey with your networks once the survey launches February 1, 2024.

Meeting Agenda:

1:00 – 1:15 PM	Welcome & Introductions
1:15 – 1:45 PM	Project Overview & Existing Conditions
1:45 – 2:00 PM	Small-group Discussions – Overview
2:00 – 2:15 PM	15-minute Break
2:15 – 3:00 PM	Small-group Discussions
3:00 – 3:30 PM	Group Report Out & Discussion
3:30 – 4:00 PM	Online Survey Overview & Wrap Up

Don't hesitate to reach out with any questions or needs in advance of Thursday!

Lisa Kay Hummel

Decatur Bridge Project Community Engagement Lead
Burns & McDonnell
Phone: 816-349-6821
Email: lkhummel@burnsmcd.com

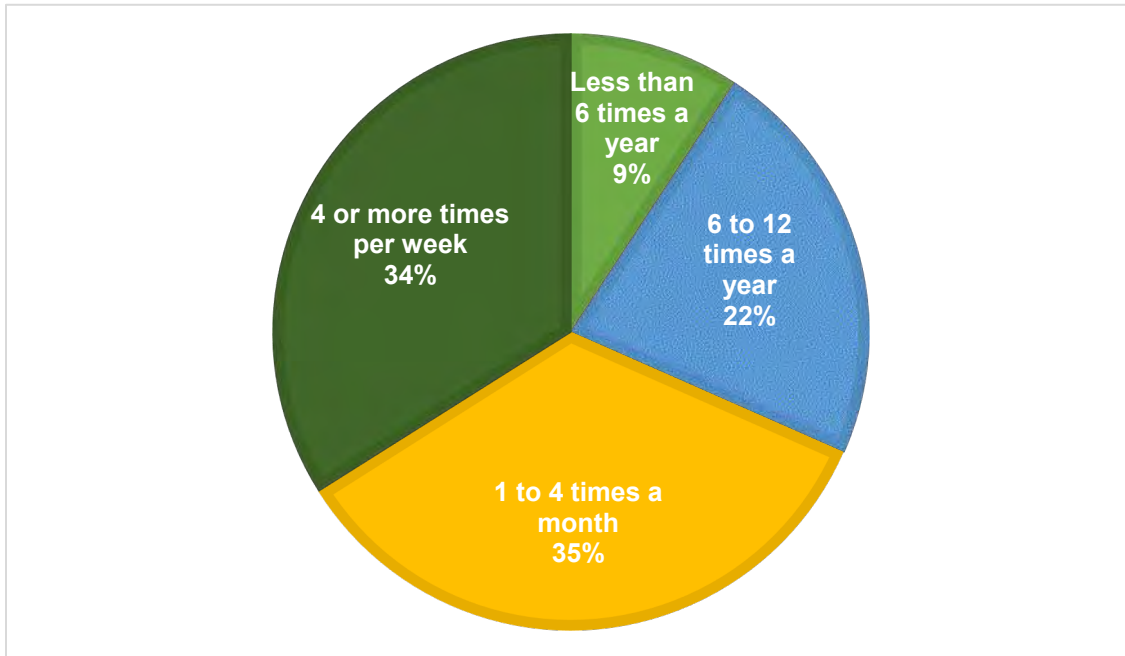
To: NDOT Environmental
From: Sarah Fisher, Public Involvement Specialist, NDOT
Date: 8 November 2024
RE: Public Involvement Summary Memo, STP-51-7(109) Decatur Bridge; CN 32395

Public Involvement Outreach for Community Survey: CN 32395, STP-51-7(109), Decatur Bridge

Based on an analysis of the project scope, a community survey was used as an outreach tool for public involvement on this project. The survey was hosted online through the project website and available between February 1 and March 15, 2024, with 1,092 surveys submitted. Hard copy surveys were available for pickup and drop-off at community locations in Nebraska and Iowa, including Decatur City Hall, Decatur Senior Center, Onawa City Hall, Onawa Community Center and Onawa Public Library/Chamber of Commerce. Survey promotion included news releases distributed by Nebraska Department of Transportation (NDOT) and Iowa Department of Transportation (Iowa DOT), promotional flyers distributed at public facilities, and the project’s Community Advisory Group (CAG) shared the survey through email, social media and word of mouth. A summary of the survey results follows.

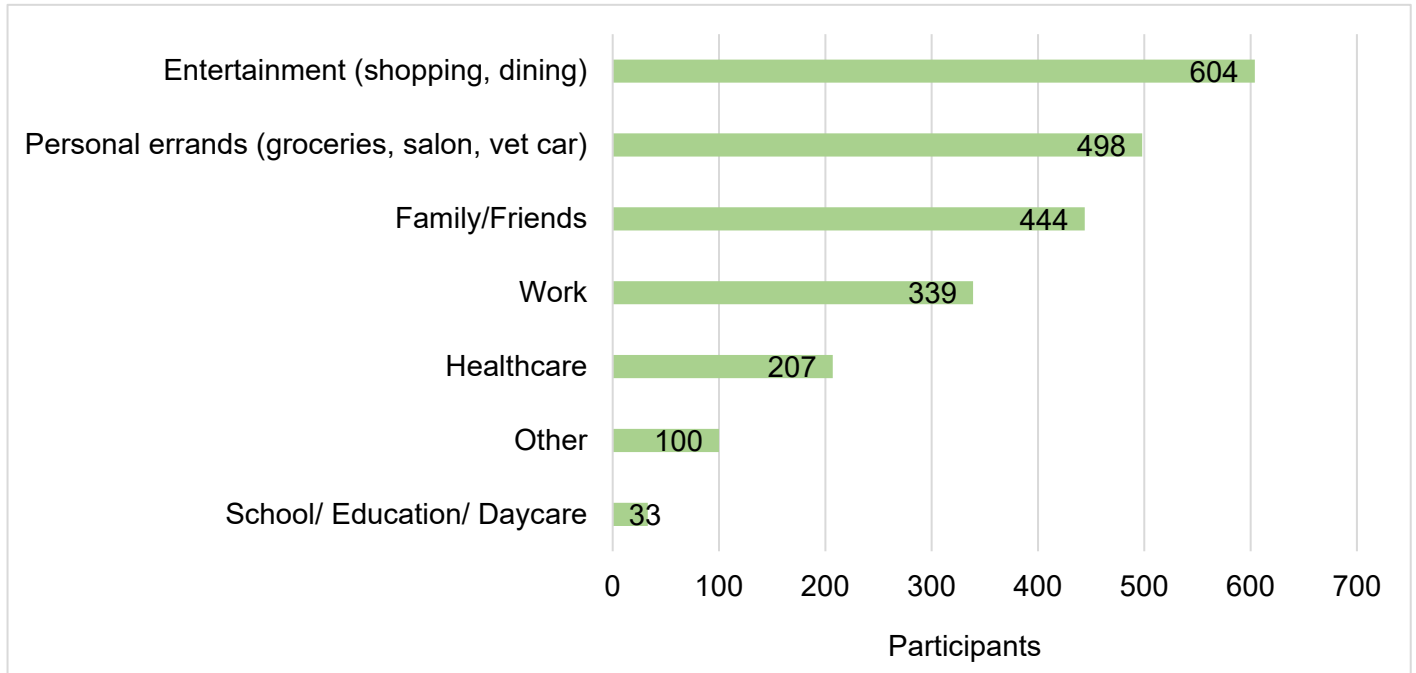
COMMUNITY SURVEY RESULTS

1. **How often do you travel across the Decatur Bridge?** This question received 1,092 responses.



2. **What is the primary purpose of your trip?** Participants were asked to select their top three. This question received 1,085 responses.

Top responses in the “other” category included: recreation (camping, fishing, etc.), accessing property, church and joyriding/cruising.

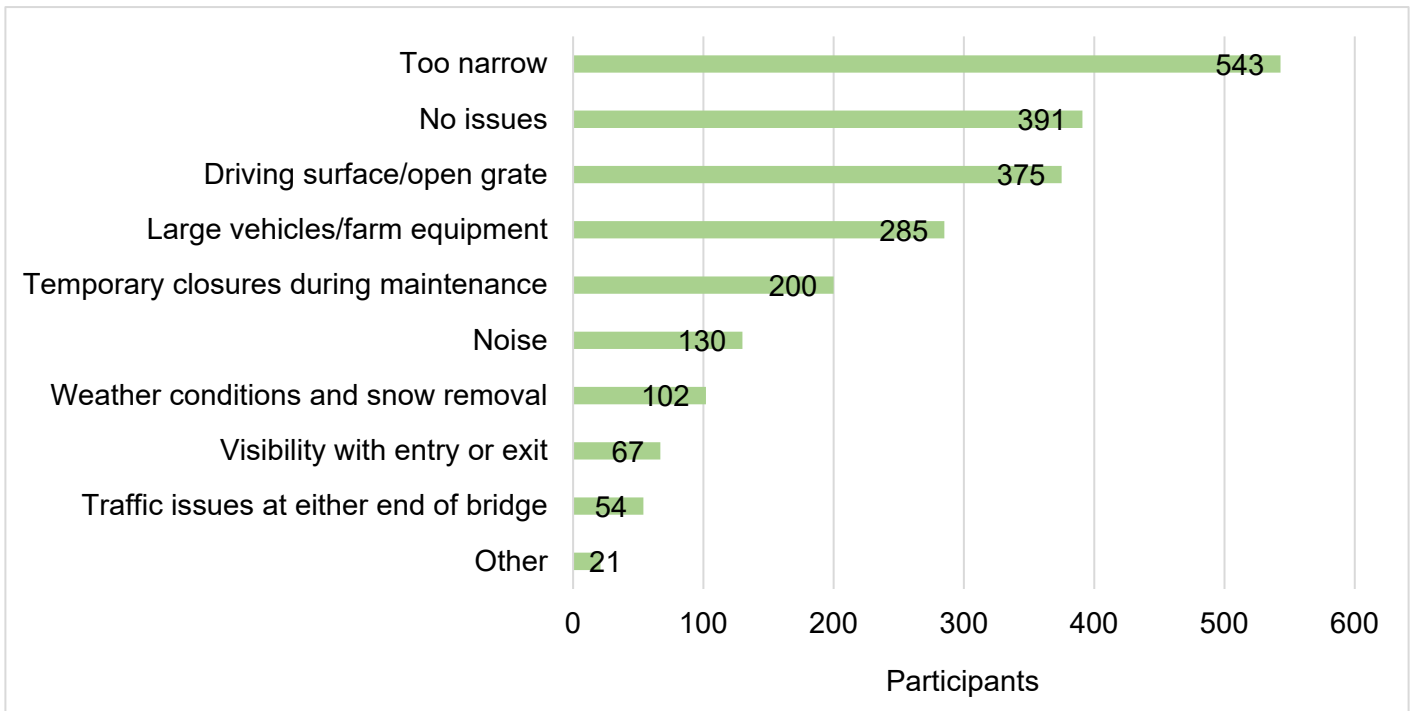


3. **How do you typically travel across the bridge?** Participants were asked to select all that apply. This question received 1,055 responses.

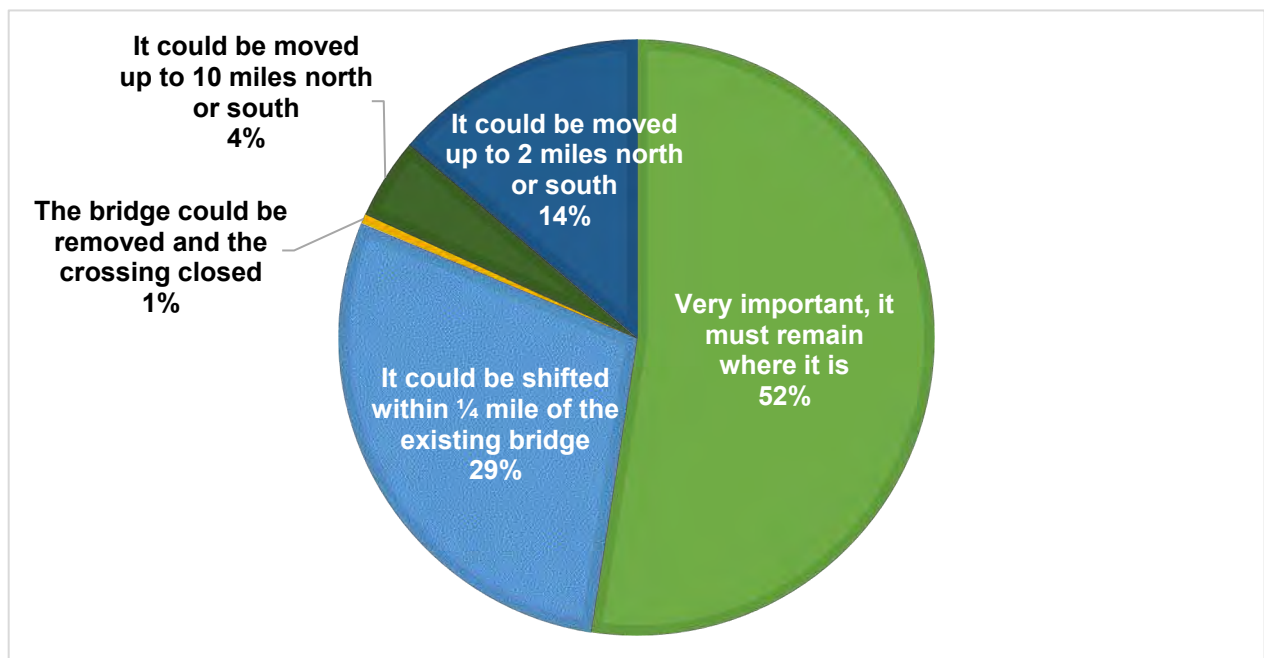
Every respondent indicated they travel via personal vehicle. Additional modes are listed below.

Travel Mode	Respondents
Personal vehicle	1,055
Carpool/Rideshare/Casino van	47
Public transit/On-demand	8
Large truck or semi	100
Farm equipment	72
Other: motorcycle, camper/RV, work vehicle	36

4. **Do you have any of the following issues or concerns using the existing Decatur Bridge?** Participants were asked to select all that apply. This question received 1,081 responses.

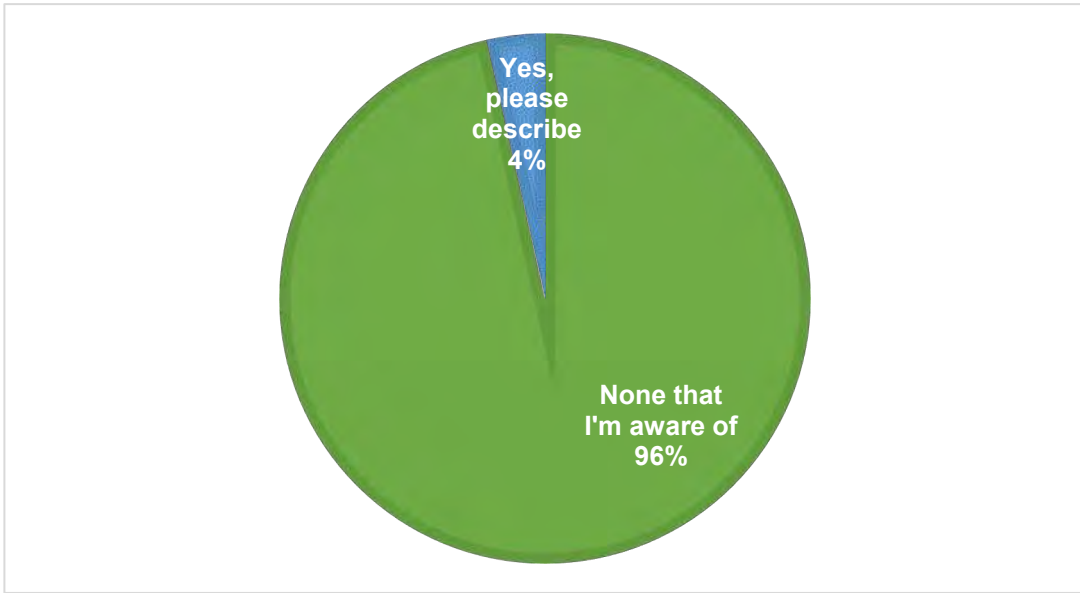


5. **How important is it the bridge be located at its existing location?**
This question received 1,088 responses.

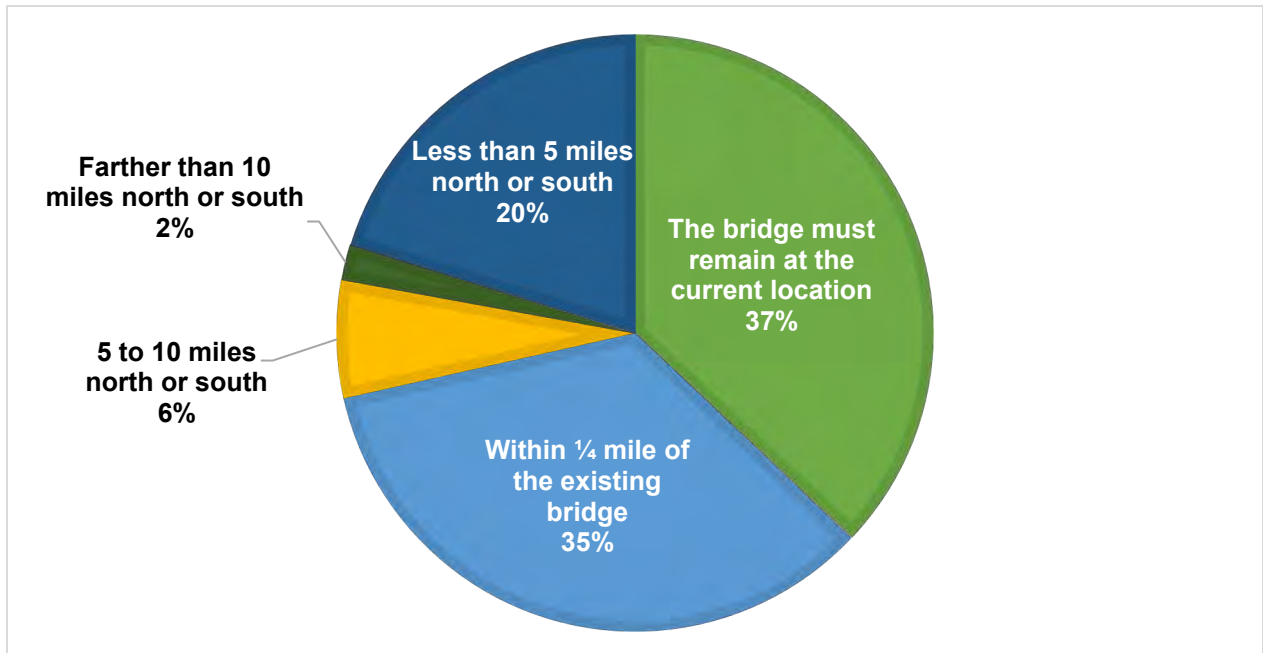


6. **Are there any area developments planned or potential opportunities that may increase traffic to the area or impact a new bridge location or design? (Such as a new industrial facility, manufacturing or commercial development)** This question received 1,081 responses.

Top responses in the “yes” category regarding a new location included: Port of Blencoe, Blackbird Bend Casino expansions, and expansion of businesses at I-29 exit. Design elements referenced included: increasing the crossing weight limit and removing the open grate.



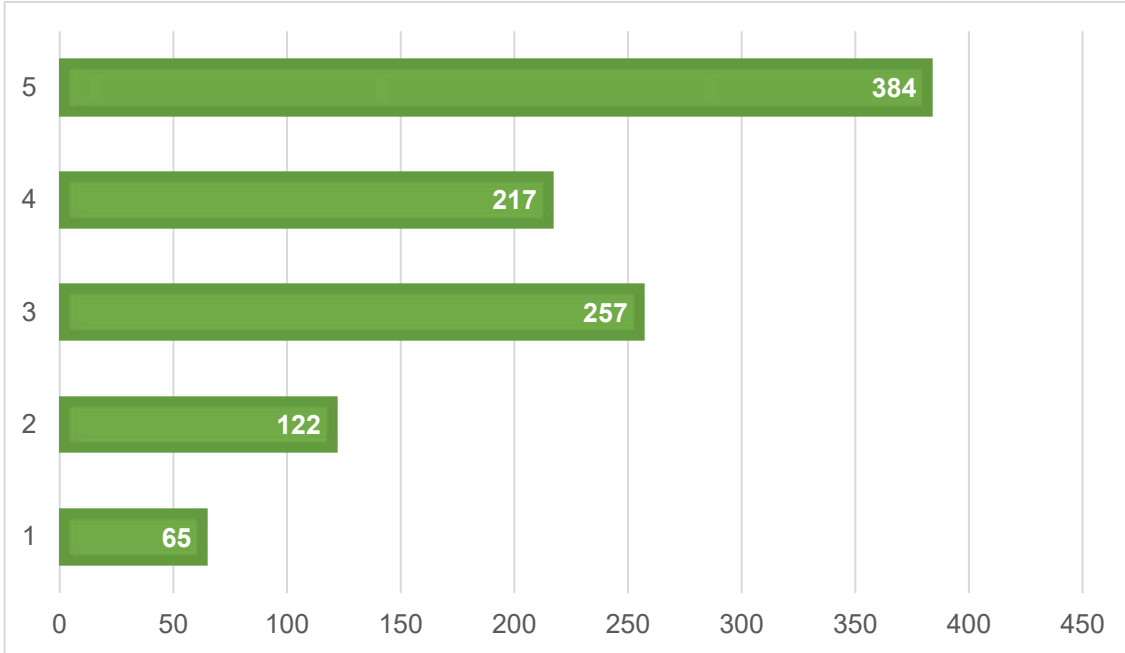
7. **How far would you be willing to travel from the existing bridge to cross the river?** This question received 1,088 responses.



8. **If the Decatur Bridge was temporarily closed, how severely would you be affected?**

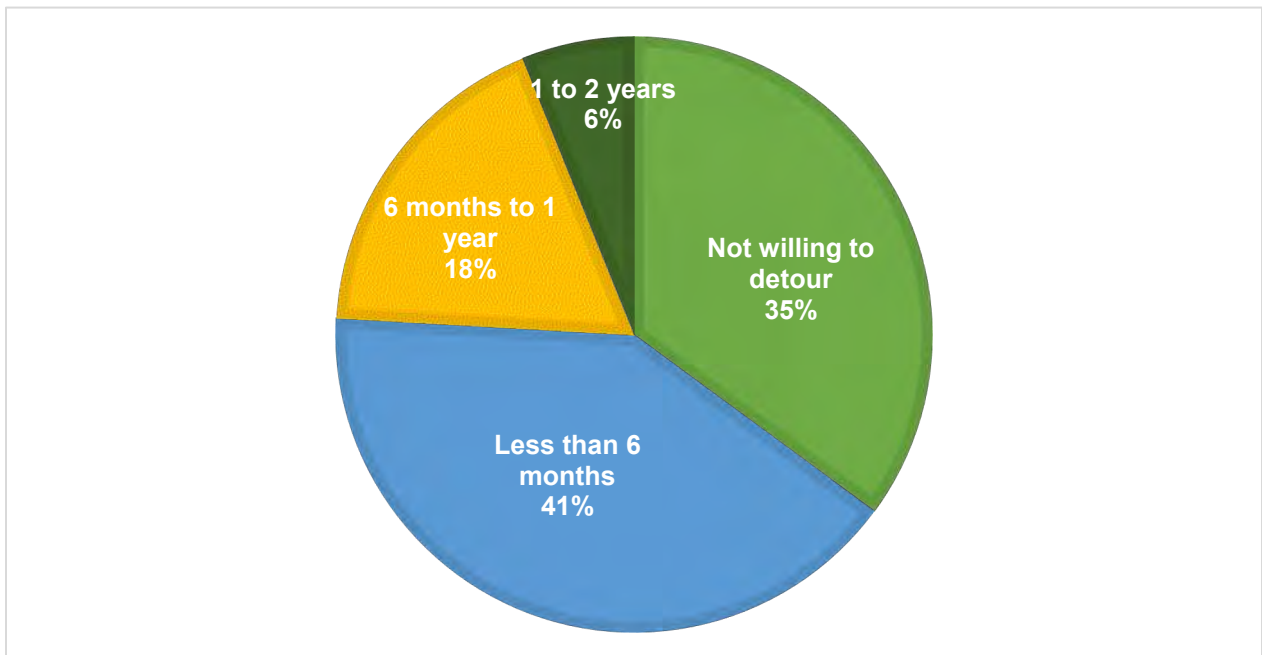
This question received 1,045 responses.

For this question, a 5-rating represented “severely impacted” and 1 represented “not impacted.”
The average rating came in at 3.7 for all respondents.



9. **For how long would you be willing to detour if the bridge was temporarily closed?**

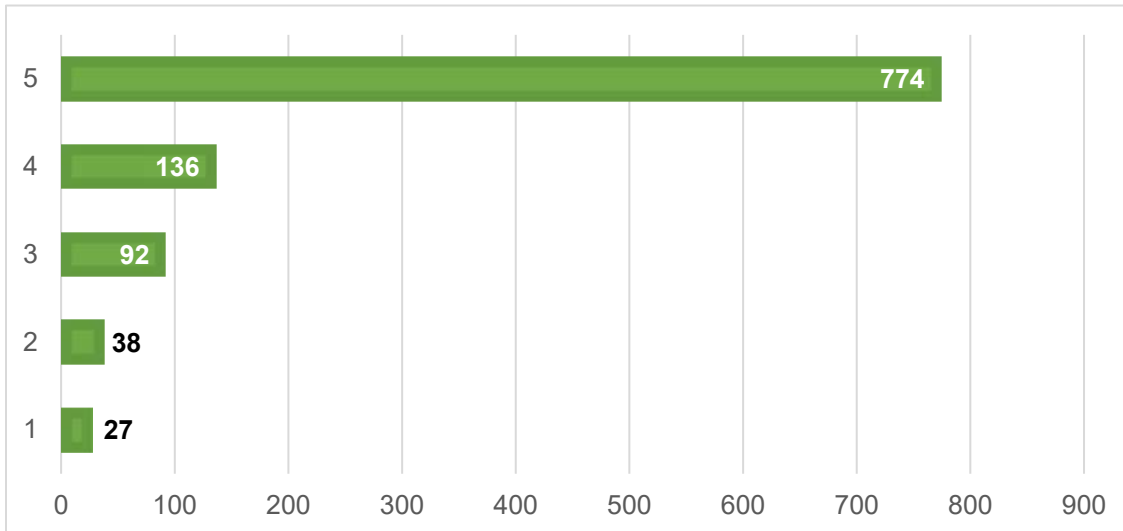
This question received 1,083 responses.



10. If the bridge was *permanently* closed, how severely would you be affected?

This question received 1,067 responses.

For this question, a 5-rating represented “severely impacted” and 1 represented “not impacted.” The average rating came in at 4.5 for all respondents.



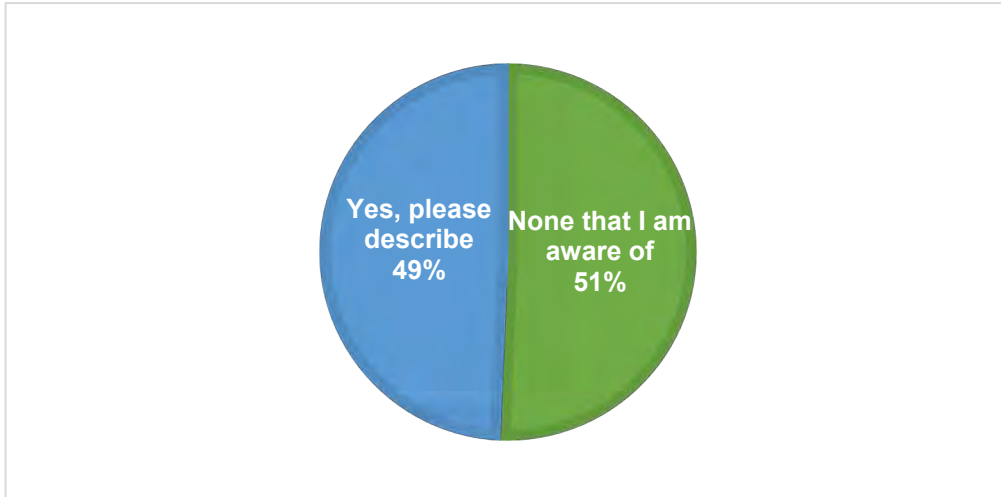
11. Please share any hardships you would experience if the current bridge was closed or significantly moved. This question received 511 responses.

Top responses included:

- **Loss of employment due to the additional time and money required to detour**
 - o **36% of respondents** cited concerns about how a lengthy detour would affect their employment. This included someone’s ability to get to their job and/or keep their job. Many also mentioned the impact on their staff, customer base, clients and the ability to get goods to and from their businesses.
- **Access to health care would be reduced**
 - o **26% of respondents** cited concern about access to health care including distance to doctor appointments, ambulance response times, access to a pharmacy, needing to find a new doctor or health care provider. These concerns included a respondent’s own health as well as that of a family member under their care.
- **Impact on families**
 - o **26% of respondents** cited concerns surrounding family relationships and support. These comments included trying to see elderly family members, frequency of visits, families that share custody of their children, and families that help with childcare. Many respondents fear closing or significantly moving the bridge would make the tasks very difficult.
- **Additional costs required to detour would burden lower income community members.**
 - o Respondents included concerns about affording the additional gas a lengthy detour would require.

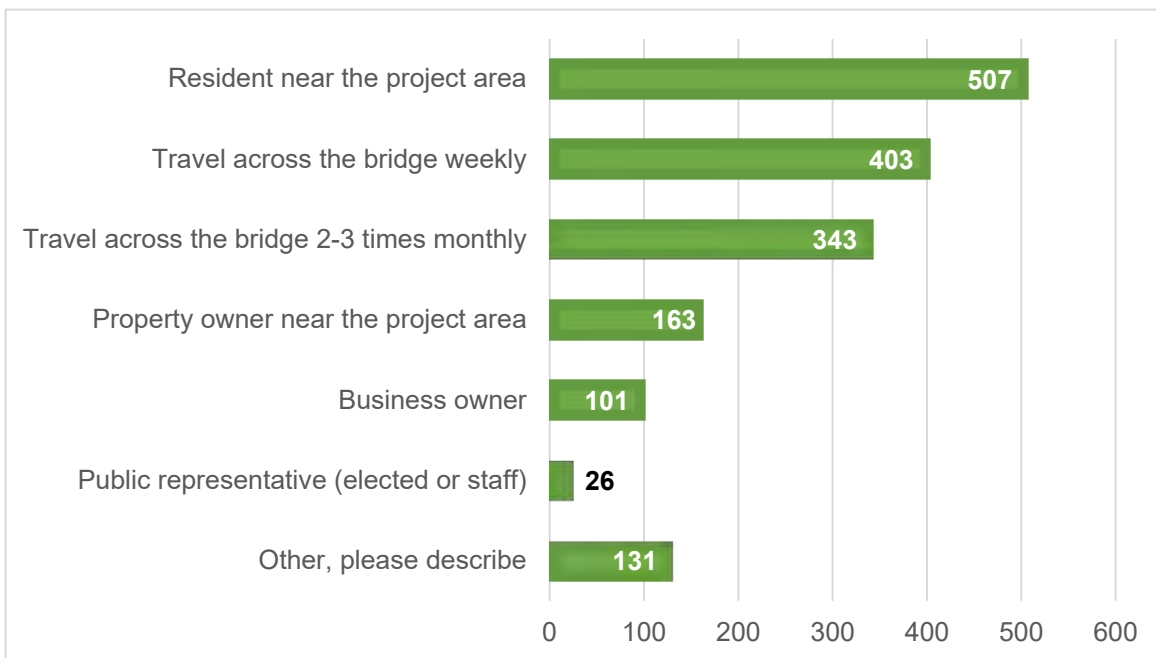
12. **Are there any major events in the area held either annually or one-time? (i.e., festivals, boating or hunting events, etc.)** This question received 1,048 responses.

Top responses provided for “yes” included: Decatur Riverfront Days, Annual Powwow for the Omaha and Winnebago Tribes, Monona County Fair, Burt County Fair, 4th of July, Ragbrai, Onawa Harvest Festival/Annual Hedewachi Harvest Dances, Lewis and Clark Days, Summer camping/ recreation and boating, Hunting – Pheasants Forever, Coffee Crawl, Graffiti Night, Golf Tournament.



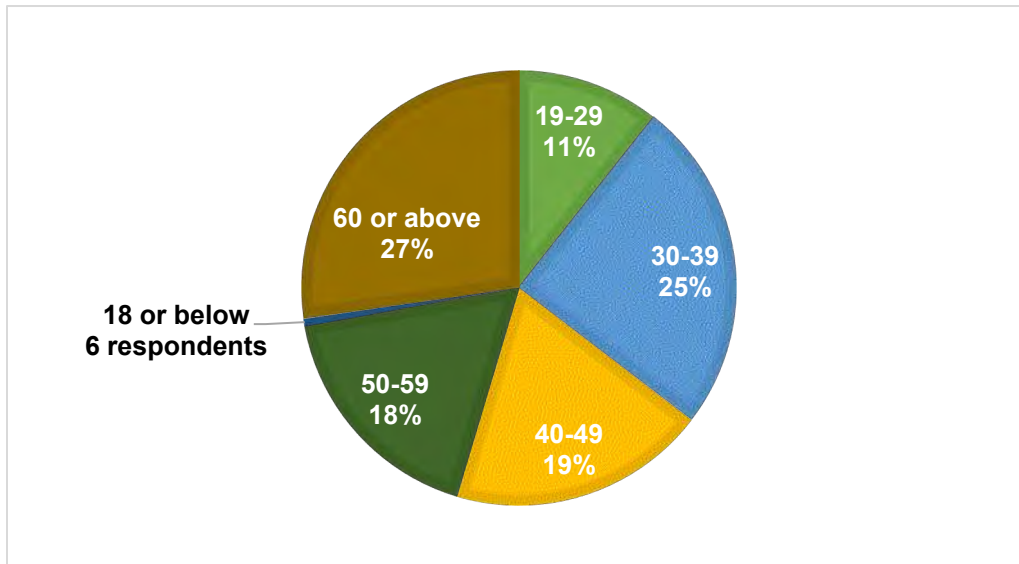
13. **What is your interest in the Decatur Bridge project?** This question was required, and participants were asked to select all that apply. (1,092 respondents; 1,674 total selections).

Top “other” responses included: Visitors (specifically traveling to Decatur to dine), family lives in the area, Monona County in support of Decatur, and business owners.



The following showcases the demographic breakdown of the survey respondents.

Participant age range in years.



Participant race and/or ethnicity.

White 89.4% (961 respondents)

American Indian or Alaska Native 6.2% (67 respondents)

Prefer not to disclose 5% (53 respondents)

Hispanic, Latino or Spanish Origin 0.7% (8 respondents)

Black or African American 0.5% (5 respondents)

Native Hawaiian or Other Pacific Islander 0.5% (5 respondents)

Asian 0.4% (4 respondents)

Middle Eastern or North African 0.1% (1 respondent)

Other 0.4% (4 respondents) – indicating Irish/Scottish/Danish/German, Biker, and American



Decatur Bridge Community-wide Survey – Participate by March 15

The Decatur Bridge is a historic landmark providing regional connectivity for more than 70 years. Ongoing maintenance of the aging bridge indicates it is time to determine the appropriate long-term solution to provide continued access across the Missouri River.

The Nebraska Department of Transportation and Iowa Department of Transportation are seeking community input to help inform a Decatur Bridge Feasibility Study evaluating options to improve the Missouri River crossing.

Help shape the future of the Decatur Bridge!
Complete this short survey to share your input with the project team and help inform the study process.

Survey results will be shared on the project website and at a public meeting planned for summer 2024.



***Prefer to submit online?** Use your phone camera to hover over the QR code, then click on the Decatur Bridge project website.*

Decatur Bridge website: ndot.info/32395

About the Project

Identified as *Decatur Bridge*, the proposed project would evaluate options to improve the Nebraska Highway 51 (N-51) / Iowa Highway 175 (IA-175) Missouri River crossing in Burt County, Neb. and Monona County, Iowa. The Decatur Bridge project planning and design would occur over three phases and multiple years. Construction will be dependent on available funding but could begin as early as 2029. Additional timeline details and a project email sign-up form are also available on the project website: ndot.info/32395.

Drop off completed surveys at any of the following locations by March 15:

- **Decatur City Hall**
913 S. Broadway
Decatur, NE 68020
- **Decatur Senior Center**
425 8th Street
Decatur, NE 68020
- **Onawa City Hall**
914 Diamond Street
Onawa, IA 51040
- **Onawa Community Center**
320 10th Street
Onawa, IA 51040
- **Onawa Public Library/
Chamber of Commerce**
707 Iowa Avenue
Onawa, IA 51040

How do you travel and why?

1. How often do you travel across the Decatur Bridge?

- Less than 6 times a year
- 6 to 12 times a year
- 1 to 4 times a month
- 4 or more times per week

2. What is the primary purpose of your trip? Select only the top 3.

- Work
- School/Education/Daycare
- Healthcare
- Personal errands (groceries, salon/barber, veterinary care)
- Entertainment (dining, shopping, etc.)
- Family/friends
- Other (describe)

3. How do you typically travel across the bridge? Select all that apply.

- Personal vehicle
- Carpool/Rideshare/Casino van
- Public transit/On-demand
- Large truck or semi
- Farm equipment
- Other (describe)

Existing Conditions

4. Do you have any of the following issues or concerns using the existing Decatur Bridge? Select all that apply.

- No issues
- Too narrow
- Driving surface/open grate
- Noise
- Temporary closures during maintenance
- Large vehicles/farm equipment
- Visibility with entry or exit
- Traffic issues at either end of bridge
- Weather conditions and snow removal
- Other (describe)

5. How important is it the bridge be located at its existing location?

- Very important, it must remain where it is
- It could be shifted within ¼ mile of the existing bridge
- It could be moved up to 2 miles north or south
- It could be moved up to 10 miles north or south
- The bridge could be removed and the crossing closed

6. Are there any area developments planned or potential opportunities that may increase traffic to the area or impact a new bridge location or design? (Such as a new industrial facility, manufacturing or commercial development)

- None that I am aware of
- Yes (describe)

7. How far would you be willing to travel from the existing bridge to cross the river?

- The bridge must remain at the current location
- Within $\frac{1}{4}$ mile of the existing bridge
- Less than 5 miles north or south
- 5 to 10 miles north or south
- Farther than 10 miles north or south

8. Please share any information that helps explain your responses to the previous questions.

Closure Impacts

9. If the Decatur Bridge was temporarily closed, how severely would you be affected?

- 1=not affected
- 2
- 3
- 4
- 5=severely affected

10. For how long would you be willing to detour if the bridge was temporarily closed?

- Not willing to detour
- Less than 6 months
- 6 months to 1 year
- 1 to 2 years

11. If the bridge was permanently closed, how severely would you be affected?

- 1=not affected
- 2
- 3
- 4
- 5=severely affected

12. Please share any hardships you would experience if the current bridge was closed or significantly moved.

13. Are there any major events in the area held either annually or one-time? (i.e., festivals, boating or hunting events, etc.)

None that I am aware of

Yes (describe)

14. Please provide any additional thoughts you'd like to share with the project team.

Please share a bit about you. (* Indicates required response.)

15. Name:

16. Email: (Optional if you'd like to receive project updates.)

17. Zip codes (Please provide both below.)*

Where you live:

Most frequent destinations (zip codes only):

18. What is your interest in the Decatur Bridge project?*

- Resident near the project area
- Property owner near the project area
- Business owner
- Travel across the bridge weekly
- Travel across the bridge 2-3 times monthly
- Public representative (i.e. elected or agency staff)
- Other (describe)

19. Please select your age range below.

- 18 or below
- 19-29
- 30-39
- 40-49
- 50-59
- 60 or above

20. Which category best describes you? Please select all that apply:

- American Indian or Alaska Native
- Asian
- Black or African American
- Hispanic, Latino or Spanish Origin
- Middle Eastern or North African
- Native Hawaiian or Other Pacific Islander
- White
- Prefer not to disclose
- Not listed, please specify

21. How did you hear about this survey?

- Newspaper (print)
- Digital ad or website
- Social media (Facebook, Nextdoor, etc.)
- Email
- Word-of-mouth
- Other (describe)

Thank you for your input! Survey results will be shared on the project website and at a public meeting planned for summer 2024.



State Headquarters
1500 Nebraska Parkway
PO Box 94759
Lincoln, NE 68509-4759
Communication Office: 402-479-4512
dot.nebraska.gov

FOR IMMEDIATE RELEASE

Help Shape the Future of the Decatur Bridge by Participating in a Community-wide Survey by March 15

Feb. 1, 2024 (Lincoln, Neb.) – The Decatur Bridge, located in Burt County, is a historic landmark providing regional connectivity for more than 70 years. Ongoing maintenance of the aging bridge indicates it is time to determine the appropriate long-term solution to provide continued access across the Missouri River. The Nebraska Department of Transportation (NDOT) and Iowa Department of Transportation (Iowa DOT) are seeking community input to help inform a Decatur Bridge Feasibility Study evaluating options to improve the Missouri River crossing.

Help shape the future of the Decatur Bridge – a community survey is available now through March 15, 2024, and the project team wants to hear from you.

To participate, visit the project website at ndot.info/32395. There are two ways to provide input:

1. **Take a simple, short survey** to share how frequently you use the Decatur Bridge, any issues you may have and how important it is for regional connectivity.
2. **Map issues and opportunities** by dropping pins onto an interactive map - select a pin, drag it onto the map, add a comment and repeat.

Print copies of surveys are available for pick up and drop off at the following locations before March 15:

- Decatur City Hall, 913 S Broadway, Decatur, NE 68020
- Decatur Senior Center, 425 8th St., Decatur, NE 68020
- Onawa City Hall, 914 Diamond St., Onawa, IA 51040
- Onawa Community Center, 320 10th St., Onawa, IA 51040
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#NDOT#

Contact

Jeni Campana, (402) 479-4512

20240201-Comm-32395



Fw: Help shape the future of the Decatur Bridge by participating in a community-wide survey by March 15

From Hummel, Lisa K <lkhummel@burnsmcd.com>

Date Thu 11/7/2024 4:35 PM

To Hummel, Lisa K <lkhummel@burnsmcd.com>

From: Iowa DOT <iowaDOT@public.govdelivery.com>

Sent: Thursday, February 1, 2024 6:29 AM

To: Tuch, Mark J. <mjtuch@burnsmcd.com>

Subject: Help shape the future of the Decatur Bridge by participating in a community-wide survey by March 15



Iowa DOT News

[Help shape the future of the Decatur Bridge by participating in a community-wide survey by March 15](#)

02/01/2024 06:24 AM CST

Feb. 1, 2024 – The Decatur Bridge located in Burt County is a historic landmark providing regional connectivity for more than 70 years. Ongoing maintenance of the aging bridge indicates it is time to determine the appropriate long-term solution to provide continued access across the Missouri River. The Nebraska Department of Transportation and Iowa Department of Transportation are seeking community input to help inform a Decatur Bridge Feasibility Study evaluating options to improve the Missouri River crossing. Help shape the...

Iowa Department of Transportation

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The Onawa Democrat - Wonder & Son Publishing

February 1 · 🌐

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- Onawa Public Library/ Chamber of Commerce 707 Iowa Avenue Onawa, IA 51040

Intro

Family Owned Newspaper Serving Onawa & Monona County Since 1890 with 6 Generations of Family Pride

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Photos

[See all photos](#)



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Onawa Public Library/ Chamber of Commerce 707 Iowa Avenue

Onawa, IA 51040



👍 15

➦ 5

👍 Like

💬 Comment

Help Shape the Future of the Decatur Bridge— Participate in a Community-wide Survey

A community survey is available now through **March 15, 2024**, and the project team wants to hear from you!

SUBMIT ONLINE

OR

SUBMIT IN-PERSON



Visit the project website:

ndot.info/32395

Use your phone camera to hover over the QR code, then click to visit the project website and complete the survey.

There are two ways to engage and provide input online:

- 1. Take a simple, short survey** to share how frequently you use the Decatur Bridge, any issues you may have and how important it is for regional connectivity.
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Onawa, IA 51040

**Onawa Public Library/
Chamber of Commerce**
707 Iowa Avenue
Onawa, IA 51040


Decatur Bridge: Community Survey Feedback Requested & Next Steps

From Hummel, Lisa K <lkhummel@burnsmcd.com>

Date Thu 1/25/2024 1:27 PM

Cc Nelsen, Lucas <lucas.nelsen@nebraska.gov>; dawn.knott <dawn.knott@nebraska.gov>; Felix, Jessica <jessica.felix@iowadot.us>; Schultz, Dakin <dakin.schultz@iowadot.us>; Winkelmann, Michelle L <mlwinkelmann@burnsmcd.com>; Decatur Bridge, STP-51-7(109), CN 32395 <DecaturBridge_STP-51-7_109_CN-32395@Burnsmcd.onmicrosoft.com>

Bcc ahadden@burgesshc.org <ahadden@burgesshc.org>; roads@burtcountyne.gov <roads@burtcountyne.gov>; cepersinger@gmail.com <cepersinger@gmail.com>; economicdevelopment@burtcounty.org <economicdevelopment@burtcounty.org>; cweaver@onawa.com <cweaver@onawa.com>; DPrice@thenicc.edu <DPrice@thenicc.edu>; doug.chafa@dnr.iowa.gov <doug.chafa@dnr.iowa.gov>; sheriff@burtcountyne.gov <sheriff@burtcountyne.gov>; janejudt@gmail.com <janejudt@gmail.com>; jparker-morris@theomahatribe.com <jparker-morris@theomahatribe.com>; chamber@onawa.com <chamber@onawa.com>; jcasady@onawa.com <jcasady@onawa.com>; mocoso@mononacounty.org <mocoso@mononacounty.org>; kpunke05@gmail.com <kpunke05@gmail.com>; lbeaudette@lyonsdecaturschools.org <lbeaudette@lyonsdecaturschools.org>; mayor@onawa.com <mayor@onawa.com>; skarinjr@outlook.com <skarinjr@outlook.com>; Mbsiecke@gmail.com <Mbsiecke@gmail.com>; leeann.warren@hotmail.com <leeann.warren@hotmail.com>; mark@popndocs.com <mark@popndocs.com>

 1 attachment (3 MB)

32395 Decatur Bridge_CAG1 Presentation_20240118.pdf;

Thank you for your interest and participation in the Decatur Bridge Community Advisory Group (CAG).

We had a great turnout last week with 22 community representatives for meeting #1. For those unable to join, a PDF of the presentation is attached to this email (also posted to the **project website: ndot.info/32395**)

Next steps – we are preparing to launch a community survey Feb. 1. Once live, it will be available on the project website. In addition to online, we will have hard-copy surveys available. Folks can pick up and drop off their completed surveys at any of these locations by March 15.

Hard-copy survey pickup/drop-off locations (Feb 1-March 15):

Decatur City Hall

Decatur Senior Center

Onawa City Hall

Onawa Community Center

Onawa Library/Chamber

Late next week, we will begin promoting the survey through news releases, hard-copy fliers, social media and other opportunities. I will be following up with materials for you to distribute to your networks.

If you have not already, please take a moment to review the draft simple survey and provide feedback by this Monday, Jan. 29 end of day:

<https://burnsmcd.mysocialpinpoint.com/decat-bridge/8sz3> (This is a draft; once live, the URL will be the project website.) Feel free to submit an online response. We will clear out any survey 'tests' prior to launch.

Updates that **have been made** since the hard copies were provided last week include:

- Question 3: Adding "Casino van" to the "carpool" option
- Question 4: Adding an option for "Driving surface/open grate"
- Adding an open comment opportunity to "Please share any hardships you would experience if the current bridge was closed or moved significantly."
- Zip code(s) – We've updated to request where folks **live** and where they **most frequently travel**
- Question 18: Update "travel across the bridge weekly" (remove "for work")
- We will make it clear that survey results will be made available on the project website in the spring

Thank you again and expect to hear from me again next week as we prepare for the survey launch and promotion!

Lisa Kay Hummel

Decatur Bridge Project – Community Engagement Lead

On Behalf of the Nebraska & Iowa Departments of Transportation

Office: 816-349-6821

lkhummel@burnsmcd.com

Decatur Bridge: CAG Meeting #1 Notes & More Survey Promotion

From Hummel, Lisa K <lkhummel@burnsmcd.com>

Date Fri 2/23/2024 2:22 PM

Cc Nelsen, Lucas <lucas.nelsen@nebraska.gov>; dawn.knott <dawn.knott@nebraska.gov>; Felix, Jessica <jessica.felix@iowadot.us>; Schultz, Dakin <dakin.schultz@iowadot.us>; Winkelmann, Michelle L <mlwinkelmann@burnsmcd.com>; Decatur Bridge, STP-51-7(109), CN 32395 <DecaturBridge_STP-51-7_109_CN-32395@Burnsmcd.onmicrosoft.com>

Bcc ahadden@burgesshc.org <ahadden@burgesshc.org>; roads@burtcountyne.gov <roads@burtcountyne.gov>; cepersinger@gmail.com <cepersinger@gmail.com>; economicdevelopment@burtcounty.org <economicdevelopment@burtcounty.org>; cweaver@onawa.com <cweaver@onawa.com>; DPrice@thenicc.edu <DPrice@thenicc.edu>; doug.chafa@dnr.iowa.gov <doug.chafa@dnr.iowa.gov>; sheriff@burtcountyne.gov <sheriff@burtcountyne.gov>; janejudt@gmail.com <janejudt@gmail.com>; jparker-morris@theomahatribe.com <jparker-morris@theomahatribe.com>; chamber@onawa.com <chamber@onawa.com>; jcasady@onawa.com <jcasady@onawa.com>; mocoso@mononacounty.org <mocoso@mononacounty.org>; kpunke05@gmail.com <kpunke05@gmail.com>; lbeaudette@lyonsdecaturschools.org <lbeaudette@lyonsdecaturschools.org>; mayor@onawa.com <mayor@onawa.com>; skarinjr@outlook.com <skarinjr@outlook.com>; Mbsiecke@gmail.com <Mbsiecke@gmail.com>; leeann.warren@hotmail.com <leeann.warren@hotmail.com>; mark@popndocs.com <mark@popndocs.com>

 2 attachments (2 MB)

Decatur Bridge - CAG1 Summary - 02222024.pdf; 32395 Decatur Bridge Survey Social Posts - Reminder 20240223.docx;

Decatur Bridge CAG members – attached are the summary notes from our first meeting last month (PDF attached). These notes will be added to the project website along with the presentation slides.

Community survey update – let’s make another promotional push.

Great news: We’ve received more than **900 online survey responses!**

Thanks so much for all the effort to get the word out to your networks. With the survey live through March 15, we want to make another promotional push. I’ve attached an updated Word document with some draft social media posting language – I’ve added a new graphic image and the original bridge image to accompany posts. But in short, the message we want to share is:

Have we heard from you? More than 900 people have completed a short survey to weigh-in on the future of the Decatur Bridge: ndot.info/32395 It’s not too late, provide your input by March 15!

+++

Looking forward – we are finalizing the meeting date and time for our late April CAG Meeting #2. We’re planning to hold this meeting on the Decatur side. We’ll send more details and a calendar invitation as soon as it’s booked/finalized. This meeting will again be in-person.

Have a wonderful weekend. More soon,

Lisa Kay Hummel

Decatur Bridge Project – Community Engagement Lead

On Behalf of the Nebraska & Iowa Departments of Transportation

Office: 816-349-6821

lkhummel@burnsmcd.com

From: Hummel, Lisa K

Sent: Thursday, February 1, 2024 10:07 AM

Cc: Nelsen, Lucas <lucas.nelsen@nebraska.gov>; dawn.knott <dawn.knott@nebraska.gov>; Felix, Jessica <jessica.felix@iowadot.us>; Schultz, Dakin <dakin.schultz@iowadot.us>; Winkelmann, Michelle L <mlwinkelmann@burnsmcd.com>; Decatur Bridge, STP-51-7(109), CN 32395 <DecaturBridge_STP-51-7_109_CN-32395@Burnsmcd.onmicrosoft.com>

Subject: Decatur Bridge: Community survey is LIVE! Now let's promote.

The Decatur Bridge community survey is LIVE on the project website and ready for you to promote to your networks! [Important details below:](#)

1. Attached is a “**Promo Flyer**” – this PDF can be emailed directly to your networks. **I’ve included some draft email language below.**
2. The Word document “**Social Posts**” – is for those on social media (Facebook, Nextdoor, etc.), and includes **two** draft posts you can copy and paste. The **images** to accompany these posts are also attached (labeled to accompany Post 1 and Post 2).
3. **Hard-copy surveys** should be available at the pickup/drop-off locations listed below:
 - **Decatur City Hall** 913 S. Broadway Decatur, NE 68020
 - **Decatur Senior Center** 425 8th Street Decatur, NE 68020
 - **Onawa City Hall** 914 Diamond Street Onawa, IA 51040
 - **Onawa Community Center** 320 10th Street Onawa, IA 51040
 - **Onawa Public Library/Chamber of Commerce** 707 Iowa Avenue Onawa, IA 51040
4. **News releases** are also being distributed. I can share the official links once we have them upon request.

+++ *Below is draft language to share via email, etc.* +++++

The Decatur Bridge is a historic landmark providing regional connectivity for more than 70 years. Ongoing maintenance of the aging bridge indicates it’s time to determine the appropriate long-term solution to provide continued access across the Missouri River.

Nebraska DOT and Iowa DOT are seeking community input to help inform a Decatur Bridge Feasibility Study evaluating options to improve the Missouri River crossing.

A community survey is open for input through March 15 on the project website:
[ndot.info/32395]

The project planning and design would occur over three phases and multiple years. Construction will be dependent on available funding but could begin as early as 2029. Additional timeline details and a project email sign-up form are also available on the project website. Once complete, survey results will be shared on the project website and at a public meeting planned for summer 2024.

Hard-copy surveys are also available at the following locations to pickup and drop-off by March 15:

Decatur City Hall 913 S. Broadway Decatur, NE 68020

Decatur Senior Center 425 8th Street Decatur, NE 68020

Onawa City Hall 914 Diamond Street Onawa, IA 51040

Onawa Community Center 320 10th Street Onawa, IA 51040

Onawa Public Library/ Chamber of Commerce 707 Iowa Avenue Onawa, IA 51040

+++ *Many thanks to you all for your continued support getting the word out! Please reach out with any questions or needs.* ++++

Lisa Kay Hummel

Decatur Bridge Project – Community Engagement Lead

On Behalf of the Nebraska & Iowa Departments of Transportation

Office: 816-349-6821

lkhummel@burnsmcd.com

To: NDOT Environmental
From: Sarah Fisher, Public Involvement Specialist, NDOT
Date: 8 November 2024
RE: Public Involvement Summary Memo, STP-51-7(109) Decatur Bridge; CN 32395

**Public Involvement Outreach for Community Advisory Group Meeting #2:
CN 32395, STP-51-7(109), Decatur Bridge**

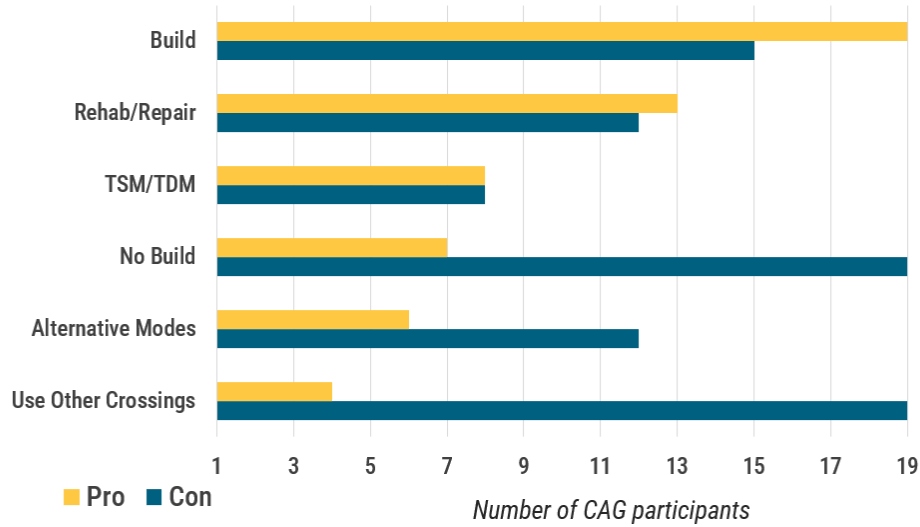
Based on an analysis of the project scope, two Community Advisory Group (CAG) meetings and public notification in the form of an email invitation were used as outreach tools for the public involvement on this project. The second CAG meeting was held at the Decatur City Hall, 913 S Broadway, Decatur, Nebraska on Thursday, April 25, 2024, from 1:00 – 4:00 PM, with 21 stakeholders in attendance. The meeting notification included emails to approximately 30 community members representing a cross-section of local interests, representing both the Nebraska and Iowa sides of the project study area.

During the meeting, the Nebraska Department of Transportation (NDOT) team, in partnership with the Iowa Department of Transportation (Iowa DOT) and Federal Highway Administration (FHWA), delivered a presentation that included a summary of key findings from the community survey, the draft purpose and need, performance areas and typical sections. The team facilitated a discussion around the proposed alignments/alternatives screening process and performance areas. Participants were then asked to complete worksheets to identify pros and cons for both the universe of alternatives and each of the nine initial build alternatives.

The universe of alternatives being considered includes Build Alternatives which would build a new bridge either along the current alignment or at a new location, Rehab/Repair of the existing bridge to extend its useful life, Transportation System Management (TSM) and Transportation Demand Management (TDM) which includes a set of low-cost strategies that would reduce travel demand and improve traffic flow, No Build which would “do nothing” except for regular maintenance until repairs were no longer feasible and the crossing would be closed, Alternative Modes of transportation not including a bridge crossing that could maintain connectivity, and Use Other Crossings with the closest options currently existing at Sioux City, Iowa and Blair, Nebraska.

A summary of the attendees’ comments and feedback collected from the discussion and worksheets is included on the following pages.

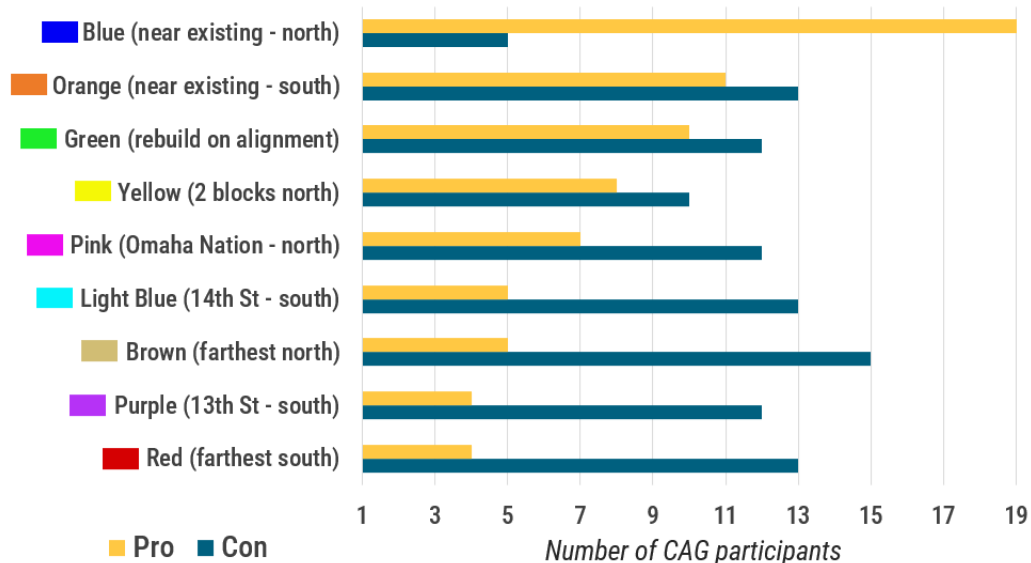
CAG #2 Universe Of Alternatives Pros/Cons



CAG participants generally identified more pros for the Rehab/Repair option citing it maintains access and the existing conditions along with lower project costs compared to building a new bridge. Identified cons included repairs alone are not sustainable or cost effective compared to investing in a new structure.

Every CAG participant identified cons for the No Build and Use Other Crossings Alternatives. Identified cons for No Build included continued deterioration and repair costs along with impacts on the local economy due to the eventual closure. For Use Other Crossings, CAG participants identified impacts on the local business economy due to reduced highway traffic and commerce in Decatur as well as the hardships resulting from the decreased access to emergency services, health care and employment. Some participants indicated the increased travel time and costs required with the out-of-distance travel would be devastating to the local communities.

CAG #2 Initial Build Alternatives Pros/Cons



CAG participants generally identified more positive elements, or pros, for the initial alternatives that would build a new bridge closest to the existing Decatur Bridge. The above chart shows the number of pros and cons received for each initial option. The Blue Alignment, just north of the existing bridge, received a pro comment from every CAG participant. Identified pros included fewer impacts on the local Decatur business economy (by maintaining highway traffic through town) and fewer impacts on properties and wetlands. Identified cons of the Blue Alignment included potential challenges of keeping the bridge open to traffic during construction and anticipated property impacts.

Cons identified for the other Build Alternatives included impacts to the local Decatur business economy due to the removal of highway traffic through town, impacts to the Decatur storm sewer infrastructure on the south side of the existing bridge, and the ability to maintain traffic during construction if a new bridge was rebuilt on the existing Green Alignment.

Pros identified for the other Build Alternatives included the ability to maintain traffic during construction with the existing bridge remaining open while a new bridge is being built, and decreased congestion through Decatur with better movements for large trucks and machinery. Some participants also noted that other alignment options result in less impacts on wetlands and existing recreational facilities.

Decatur Bridge CAG Meeting #2

Organizer Hummel, Lisa K <lkhummel@burnsmcd.com>

Meeting time This event occurred 6 months ago (Thu 4/25/2024 1:00 PM - 4:00 PM)

Location Village of Decatur City Hall - 913 S. Broadway, Decatur, NE 68020

My response Not yet responded

Required attendees Hummel, Lisa K, ahadden@burgesshc.org, roads@burtcountyne.gov, bappleton@bbbend.com, cepersinger@gmail.com, economicdevelopment@burtcounty.org, DPrice@thenicc.edu, doug.chafa@dnr.iowa.gov, sheriff@burtcountyne.gov, janejudt@gmail.com, jparker-morris@theomahatribe.com, chamber@onawa.com, jcasady@onawa.com, mocosso@mononacounty.org, kpunke05@gmail.com, lbeaudette@lyonsdecaturschools.org, mayor@onawa.com, skarinjr@outlook.com, Mbsiecke@gmail.com, leeann.warren@hotmail.com, mark@popndocs.com, marty.fonley@westmonona.org, mocoema@mononacounty.org, district4@burtcountyne.gov, mocodist3@mononacounty.org, schererj1@gmail.com, matt.connealy@gmail.com, marilyn52andersen@gmail.com, DecaturClerk@nntc.net, decaturrfd@yahoo.com, emiller@onawa.com

Optional attendees Winkelmann, Michelle L, dawn.knott, Felix, Jessica, Schultz, Dakin, Nelsen, Lucas, Tony Bui (tony.bui@nebraska.gov), Huebner, Samantha, Persinger, Charlie, Lindsey Beaudette, Kuehl, Brooklyn E (Brooke)

Message sent Thu 3/21/2024 3:11 PM

Please join us for the second and final Community Advisory Group (CAG) meeting on **Thursday, April 25 from 1-4 p.m.** (*Public meetings will be held June 26 & 27*)

New location: This will be an in-person meeting held at the **Village of Decatur City Hall** (913 S. Broadway, Decatur, NE 68020)

Please accept or decline the invitation accordingly. Agenda to follow.

Lisa Kay Hummel

Decatur Bridge Project – Community Engagement Lead

On Behalf of the Nebraska & Iowa Departments of Transportation

Office: 816-349-6821

lkhummel@burnsmcd.com

This Thursday: Decatur Bridge CAG Meeting #2

From Hummel, Lisa K <lkhummel@burnsmcd.com>

Date Tue 4/23/2024 2:00 PM

To ahadden@burgesshc.org <ahadden@burgesshc.org>; roads@burtcountyne.gov <roads@burtcountyne.gov>; bappleton@bbbend.com <bappleton@bbbend.com>; cepersinger@gmail.com <cepersinger@gmail.com>; economicdevelopment@burtcounty.org <economicdevelopment@burtcounty.org>; cweaver@onawa.com <cweaver@onawa.com>; DPrice@thenicc.edu <DPrice@thenicc.edu>; doug.chafa@dnr.iowa.gov <doug.chafa@dnr.iowa.gov>; sheriff@burtcountyne.gov <sheriff@burtcountyne.gov>; janejudt@gmail.com <janejudt@gmail.com>; jparker-morris@theomahatribe.com <jparker-morris@theomahatribe.com>; chamber@onawa.com <chamber@onawa.com>; jcasady@onawa.com <jcasady@onawa.com>; mocoso@mononacounty.org <mocoso@mononacounty.org>; kpunke05@gmail.com <kpunke05@gmail.com>; lbeaudette@lyonsdecaturschools.org <lbeaudette@lyonsdecaturschools.org>; mayor@onawa.com <mayor@onawa.com>; skarinjr@outlook.com <skarinjr@outlook.com>; Mbsiecke@gmail.com <Mbsiecke@gmail.com>; leeann.warren@hotmail.com <leeann.warren@hotmail.com>

Cc Winkelmann, Michelle L <mlwinkelmann@burnsmcd.com>; dawn.knott <dawn.knott@nebraska.gov>; Felix, Jessica <jessica.felix@iowadot.us>; Tony Bui (tony.bui@nebraska.gov) <tony.bui@nebraska.gov>

 1 attachment (126 KB)

32395 STP-51-7(109) Decatur Bridge - Agenda CAG#2 04252024.pdf;

Sending a friendly reminder for our second and final Community Advisory Group (CAG) meeting this coming **Thursday, April 25 from 1-4 p.m.**

New location: This will be an in-person meeting held on the **Second Floor** at the **Village of Decatur City Hall** (913 S. Broadway, Decatur, NE 68020). There is a chair lift accessible through the back parking lot.

Please accept or decline the calendar invitation accordingly. Agenda attached.

As a reminder, we'll be hosting community-wide public meetings June 26 & 27.

Lisa Kay Hummel

Decatur Bridge Project – Community Engagement Lead

On Behalf of the Nebraska & Iowa Departments of Transportation

Phone: 816-349-6821

lkhummel@burnsmcd.com

To: NDOT Environmental
From: Sarah Fisher, Public Involvement Specialist, NDOT
Date: 13 November 2024
RE: Public Involvement Summary Memo, STP-51-7(109) Decatur Bridge; CN 32395

**Public Involvement Outreach Requirements for Public Information Open House Meeting:
CN 32395, STP-51-7(109), Decatur Bridge**

Based on an analysis of the project scope and a civil rights analysis, two public information open house meetings, a targeted mailer in the form of a postcard, a legal notice, news release, temporary highway signs, website, and 30-day comment period were used as outreach tools for public involvement on this project. Two public information open house meetings were held to accommodate participants in both Nebraska and Iowa. Due to flooding in the area during the initial scheduled meeting dates on June 26 and 27, 2024, the meetings were postponed. The first meeting was held at the Onawa Community and Recreation Center, 320 10th Street, in Onawa, Iowa on Wednesday, August 28, 2024, from 11:30 AM – 1:30 PM, with approximately 57 attendees. The second public information open house meeting was held at Decatur City Hall, 913 S Broadway Street, in Decatur, Nebraska on Thursday, August 29, 2024, from 5:00 – 7:00 PM, with approximately 81 attendees. The public notification involved mailing a postcard to a compiled distribution list of 745 property owners near the Decatur Bridge in Nebraska and Iowa, as well as potentially interested parties. Additionally, 325 public and private agencies in Nebraska and Iowa with potential interest in the project were also included in the distribution list, including the Nebraska Trucking Association. Since the public meetings were rescheduled from June to August, a follow-up postcard was distributed with updated meeting dates. An email notification was distributed to 176 contacts provided through the project website sign-up form and 37 CAG representatives. Legal notices were published in Nebraska and Iowa newspapers in both June and August due to the postponement. A legal notice was placed in a Nebraska Press Association (NPA) recognized newspaper, the *Lyons-Mirror Sun*, on Thursday, June 6, 2024, and Thursday, August 8, 2024. A legal notice was also placed in the *Onawa Democrat* on Wednesday, June 5, 2024, and Wednesday, August 14, 2024. Project information was placed on the NDOT website and the Decatur Bridge project website.

The initial comment period was June 5 to July 15, 2024. The comment period was extended through September 16, 2024, due to postponement of the public meetings. NDOT Public Involvement received four comments prior to meeting postponement. An additional 45 comments were received during the remainder of the comment period. An additional four comments were submitted after the comment period had concluded.

All 53 comments are summarized below:

Comment	Response
Resident stated they travel to Onawa for work, health care and recreation. Stated the project would result in financial and emotional impacts due to loss of employment, increased travel distance and cost. Stated preference for leaving bridge as is.	Appreciate input. Stated purpose and need of project. Stated the study team will consider potential hardships to residents, the community, and alignments adjacent to the existing bridge that would not add travel time or distance. Stated repairs alone would not address design

	deficiencies of existing bridge. Thanked for participation.
Resident stated preference for new bridge design to consider safe passage for bicycles and pedestrians. Suggested these non-vehicular connections would improve quality-of-life.	Appreciate input. Stated purpose and need of project. Stated safe passage for bike/ped traffic on the bridge will be considered. Stated that bike/ped linkages to areas beyond the bridge are not currently being considered. Thanked for participation.
Resident stated the bridge provides access to work, shopping and schools. Stated even short bridge closures affect many people.	Appreciate input. Stated purpose and need of project. Stated the study team will consider potential hardships on residents, the community, and alignments adjacent to the existing bridge that would not add travel time or distance. Stated DOTs are aware of the out-of-direction travel required during bridge closures and alternatives are being considered that would minimize closure duration. Thanked for participation.
Resident stated they drive across the bridge daily during the week for commercial use. Stated that without bridge access, their job cannot be performed.	Appreciate input. Stated purpose and need of project. Stated that DOTs are aware of the significance of the bridge to the local and regional economy and are evaluating alternatives that would support travel across the river. Stated DOTs are aware of the out-of-direction travel required during bridge closures and alternatives are being considered that would minimize closure duration. Thanked for participation.
Resident stated preference for blue or orange alignments. Stated the length of closure time required to build a new bridge on existing alignment would negatively impact the regional economy. Stated other alignment options would be cost prohibitive.	Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for blue or orange alignments. Stated DOTs are aware of the significance of the bridge to the economy and are evaluating alternatives that would support travel across the river. Thanked for participation.
Resident stated appreciation for the information provided to the public. Stated they use the crossing weekly for activities in Nebraska and visiting family.	Appreciate input. Stated purpose and need of project. Thanked for participation.
Resident stated preference for blue and orange alignments. Stated removal and replacement on existing would be worst option for businesses and safety. Stated building a new bridge near existing would take less time.	Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue and orange alignments. Thanked for participation.
Resident stated preference for blue or orange alignments. Stated appreciation to the DOTs for the project.	Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue or orange alignments. Thanked for participation.

Resident stated preference for the blue alignment. Stated need to keep traffic through Decatur main street for local businesses.	combine with McCall 9/15/24 email (8B)
Resident stated need for a bridge.	Appreciate input. Stated purpose and need of project. Thanked for participation.
Resident stated affection for bridges as well as Nebraska and Iowa.	Appreciate input. Stated purpose and need of project. Thanked for participation.
Resident stated preference for light blue, then purple alignment for direct connection to existing highway. Stated existing bridge should remain in place until construction is complete.	Appreciate input. Stated purpose and need of project. Stated the study team is considering new crossing locations that could require a short bridge closure. Stated the study team is considering alternatives that would keep the existing bridge open during construction. Thanked for participation.
Resident stated preference to build immediately north of existing for the least impact on Decatur. Stated diverting travelers from Decatur's business district would have negative impacts on businesses, sewer plant, new homes and parks.	Appreciate input. Stated the study team will consider preference for the blue alignment and potential hardships on the economy. Thanked for participation.
Resident stated need for a bridge as it supports the Decatur and Onawa economies and provides access to health care, shopping and employment. Stated existing bridge is too narrow but still operational.	Appreciate input. Stated purpose and need of project. Stated DOTs are aware of and will consider significance of the bridge to regional economy. Thanked for participation.
Resident stated preference to build a new bridge as close to existing bridge as possible on north or south. Stated moving the bridge would affect jobs, health care and reduce traffic through Decatur.	Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue or orange alignments. Thanked for participation.
Resident requested the 13th Street / purple option be eliminated as it would impact their new home. Stated a new bridge near existing would not affect businesses.	Appreciate input. Stated purpose and need of project. Stated the study team will consider concern regarding the 13th Street / purple alignment potentially impacting property. Stated DOTs are aware of and will consider significance of the bridge to regional economy. Thanked for participation.
Resident stated concern for project impacting home.	Appreciate input. Stated purpose and need of project. Stated the study team will consider concern regarding the 13th Street / purple alignment potentially impacting property. Stated DOTs are aware of and will consider significance of the bridge to regional economy. Thanked for participation.
Resident stated preference for green or blue alignment.	Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the green or blue alignments. Stated rebuilding on alignment would require a closure of two or more years. Stated nearest

	<p>crossings at Sioux City or Blair would be used to access homes and services across the river. Thanked for participation.</p>
<p>Resident stated moving the bridge would impact Decatur businesses, farmers and surrounding community.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for rebuilding near existing and potential hardships to the economy due to closure. Thanked for participation.</p>
<p>Resident stated preference to build north of existing. Stated bridge closure would impact their business since they live in Decatur and work in Onawa.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue alignment and potential hardships to the economy due to an extended bridge closure. Thanked for participation.</p>
<p>Resident stated preference to build a new bridge next to the existing bridge to support the area economy.</p>	<p>Appreciate input. Stated the study team will consider preference for the blue or orange alignment. Thanked for participation.</p>
<p>Resident stated preference to build a new bridge near existing. Stated diverting travelers around Decatur would severely impact the economy.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider potential hardships on residents, the community, and alignments adjacent to the existing bridge that would not add travel time or distance. Thanked for participation.</p>
<p>Resident stated preference to keep the existing bridge open through construction. Stated preference to route traffic out of Decatur.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for routing traffic out of Decatur and alternatives that would maintain traffic through construction. Thanked for participation.</p>
<p>Resident stated preference to build a new bridge next to the existing bridge as it would be better for traffic, businesses and cost.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for blue or orange alignments. Thanked for participation.</p>
<p>Resident stated preference to keep the existing bridge where it is as long as possible. Stated any new bridge should honor the existing truss style. Suggested a solid bridge decking could be added to save money. Stated preference for new bridge to maintain traffic through Decatur on existing right of way.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team is considering rehabilitation with other options. Stated the existing condition and needed repairs may require permanent bridge closure in the future. Stated adding a solid deck would add weight and further limit vehicle loads. Thanked for participation.</p>
<p>Resident stated preference to maintain traffic through Decatur business district. Stated preference for new bridge off existing alignment and for the existing bridge to remain open through construction.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider potential hardships to residents, community, and alternatives to keep the existing bridge open during construction. Stated alternatives that could require a short bridge closure are also being considered. Thanked for participation.</p>

<p>Resident inquired if the existing bridge could remain open to bike/ped traffic.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team is considering bridge rehabilitation. Stated improvements would be needed to support bike/ped use. Stated another entity would be required to take ownership and maintain the bridge. Thanked for participation.</p>
<p>Resident stated preference for the blue alignment as it would not interfere with the Decatur storm sewer, would reduce scour during times of high flow, and maintain traffic through Decatur to support local businesses. Stated traffic should not be slowed on the Nebraska side.</p>	<p>Appreciate input. Stated the study team will consider preference for the blue alignment. Thanked for participation.</p>
<p>Resident stated in order of preference orange and blue alignments with minimal impact on private properties. Pink alignment where no private property would be impacted but potential farmland and wetland impacts. Yellow alignment with minimal impact to private properties but concerned with potential cost and impacts to Omaha Nation, wetlands and wildlife. Stated red alignment as least viable due to impacts to private property, gas line, DNR land, wetlands, farmland and traffic. Stated unacceptable options as green, purple and light blue due to impacts on the local economy due to lack of access and property relocations.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the orange or blue alignments, and potential hardships to residents and the community. Stated the team recognizes alignments may support different traveler needs and will consider alternatives that keep the bridge open through construction. Thanked for participation.</p>
<p>Resident stated there is no interference between bridge highway traffic and local traffic. Stated the environment has adapted to the current bridge location and there could be costly impacts for alternatives further away. Stated concern for northern alternatives due to high hills and desire to preserve the "High Banks." Stated concern for creek stabilization if a new bridge is built further south. Stated the bridge keeps Decatur's community vibrant. Stated preference to build a new bridge near existing either north or south. Requested the steel used for the new bridge not be made in China.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue or orange alignments, along with the information provided regarding local terrain, environment, community, and potential hardships. Thanked for participation.</p>
<p>Resident stated support for the project. Stated high importance of the bridge to Decatur, Onawa and the surrounding region. Stated desire for new bridge construction to be completed quickly.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team is considering the importance of the bridge to the local community when reviewing alternatives to improve the river crossing. Thanked for participation.</p>
<p>Resident stated concern for private property along existing highway needed to deliver the project.</p>	<p>Appreciate input. Stated purpose and need of project. Stated consideration of potential impacts</p>

<p>Stated opposition to selling any of their property as there are other options.</p>	<p>to their property when reviewing alternatives. Thanked for participation.</p>
<p>Resident stated support for the project and benefit of the bridge to the local economy. Stated the light blue alignment provides direct connection to Highway 51 for motorists and heavy trucks. Stated preference for the blue alignment due to less cost, property acquisition, wetland impacts, and disruption to the Decatur sewer treatment facility. Suggested removing and reconfiguring the existing road under the bridge to reduce construction cost.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team recognizes alignments may support different traveler needs. Stated potential hardships to residents and the community are being considered. Thanked for participation.</p>
<p>Resident stated preference to keep the bridge south or north to accommodate destinations.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue or orange alignment. Thanked for participation.</p>
<p>Resident stated need for the bridge to access places in Iowa including health care, employment, family and recreation. Stated preference to move the bridge north and keep the existing bridge open through constructed.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue alignment, potential hardships to residents and the community, and alternatives to keep the existing bridge open during construction. Thanked for participation.</p>
<p>Resident stated preference for a new bridge next to existing. Stated importance of access to Onawa for health care and medication. Thanked DOTs for consideration.</p>	<p>Appreciate input. Stated purpose and need of project. Stated potential hardships to residents and the community are being considered as well as alignments that would not add travel time or distance. Thanked for participation.</p>
<p>Resident stated preference for a new bridge just north of existing. Stated need for the bridge to access employment, health care, pharmacy and groceries weekly. Stated if the bridge was moved it would negatively impact the aging population of Decatur and surrounding community.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue alignment and potential hardships for residents and the community. Thanked for participation.</p>
<p>Resident stated preference to build a new bridge north of existing and maintain traffic through construction. Stated the southern options would impact wildlife area and disrupt recent investments. Stated they use the bridge daily for half the year.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue alignment, potential impacts to the natural environment, and potential hardships to residents and the community. Thanked for participation.</p>
<p>Resident stated family uses the bridge daily to access Onawa for employment, goods and services. Requested the existing bridge be placed on the National Register of Historic Places as a walking bridge. Stated preference to build a new bridge on an alignment that goes through town and to maintain traffic on the existing bridge</p>	<p>Appreciate input. Stated purpose and need of project. Acknowledged travel challenges when the existing bridge is closed. Confirmed eligibility for listing on the National Register of Historic Places. Stated the study team is considering rehabilitation of the existing bridge along with other options that would maintain traffic during construction. Stated several improvements would</p>

through construction. Stated use of other river crossings adds 40 minutes one way.	be required to allow bike/ped use and another entity would be required to take ownership and maintain the bridge. Thanked for participation.
Resident stated concern for the southern alignments that would require property relocation.	Appreciate input. Stated purpose and need of project. Stated potential hardships for residents and the community are being considered. Thanked for participation.
Resident stated preference for the blue alignment.	Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue alignment. Thanked for participation.
Resident stated need for the bridge to access health care and pharmacy. Stated preference to build a new bridge next to existing similar to Blair.	Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for a new bridge next to existing or south of Decatur. Stated potential hardships for residents and the community are being considered. Thanked for participation.
Resident requested the bridge stay in Decatur. Stated they live in Onawa and use the bridge to travel to Decatur almost daily.	Appreciate input. Stated purpose and need of project. Stated the study team will consider preference to build a new bridge that remains through Decatur. Thanked for participation.
Resident stated support for bridge improvements. Stated the Decatur economy would be severely impacted if the bridge were moved from 7th Street. Stated concern that the red, light blue, and purple alignments would increase speed limits and referenced the Wahoo bypass.	Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for an alignment connecting to 7th Street and potential hardships for residents and the community. Stated that the speed limit on a new bridge would remain the same. Thanked for participation.
Resident stated preference to build a new bridge directly north or south and keep the existing bridge open to traffic through construction.	Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue or orange alignment and alternatives that keep the existing bridge open to traffic during construction. Thanked for participation.
Resident stated support for the project. Requested the existing historical bridge be converted for pedestrians. Stated preference for the new bridge to be 500-feet north of existing or second choice 80 feet on either side.	Appreciate input. Stated purpose and need of project. Stated the study team will consider first preference for a new bridge 500-feet north of existing and second for alignments immediately north or south. Stated rehabilitation of the Decatur Bridge is being considered with other options, including alternatives to keep the existing bridge open to traffic during construction. Stated several improvements would be required to allow bike/ped use and another entity would be required to take ownership and maintain the bridge. Thanked for participation.

<p>Resident stated preference to build a new bridge north next to existing. Stated concern for other alignments resulting in increased speeds and dangerous highway crossings for Decatur residents. Requested their property and village valuation not be impacted by the project.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue alignment, concerns with increased speeds, unsafe intersections and property valuation impacts in Decatur. Thanked for participation.</p>
<p>Resident stated they own land north of existing bridge. Stated concern with alignment options interfering with their irrigation system and creating economic hardship. Stated concern for land value decreasing. Stated preference for building a new bridge near the existing bridge. Appreciated the information provided during the public meetings.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider potential impacts to irrigated land north of Decatur and their preference for the blue or orange alignments. Thanked for participation.</p>
<p>Resident stated the Decatur public meeting was informative. Stated preference for the blue alignment.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for the blue alignment. Thanked for participation.</p>
<p>Local farmer stated concern with losing the local connection between Nebraska and Iowa. Stated preference for IA-175 and Highway 51 route connection.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for an alignment that connects IA-175 to N-51. Thanked for participation.</p>
<p>Resident stated preference to build a new bridge on existing alignment or within 80 feet of existing.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference for a new bridge on the existing alignment or just north or south of existing. Thanked for participation.</p>
<p>Resident stated they depend on the bridge daily to access Onawa for businesses and health care. Stated concern for the local economy if the bridge is moved farther away. Stated preference to build a new bridge on or next to existing.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider preference to build a new bridge on or just north or south of existing. Stated potential hardships on residents and the community are being considered. Thanked for participation.</p>
<p>Agency representative stated they reviewed the project for potential impacts and provided comments.</p>	<p>Appreciate input. Stated purpose and need of project. Stated the study team will consider alternatives that support the purpose and need of the project and avoid or minimize impacts to the environment. Stated the project will use established processes and procedures. Thanked for participation.</p>

PUBLIC INFORMATION OPEN HOUSE MEETINGS

STP-51-7(109) Decatur Bridge; CN 32395

The Nebraska Department of Transportation (NDOT) and the Iowa Department of Transportation (Iowa DOT) are hosting two public information open house meetings regarding the proposed *Decatur Bridge* project which would improve the Nebraska Highway 51 (N-51) / Iowa Highway 175 (IA-175) Missouri River crossing in Burt County, Nebraska and Monona County, Iowa.

Two meetings will be held to provide information regarding the project, currently in the study phase, and to receive the public's input. Attendees will have the opportunity to learn about the project and discuss with the project team. No formal presentation is planned, and both meetings will present the same information.

The *Decatur Bridge* project planning and design would occur over three phases and multiple years. Construction would be dependent on available funding but could begin as early as 2029.

The public is being encouraged to comment on the proposed project.

Comments will be collected through July 15, 2024, and should be submitted to Sarah Fisher, NDOT Public Involvement P.O. Box 94759, Lincoln, NE 68509-4759 or sarah.fisher@nebraska.gov.

Please join us!

Both meetings will present the same information.

ONAWA MEETING OPTION:

Wednesday, June 26, 2024

11:30 AM - 1:30 PM

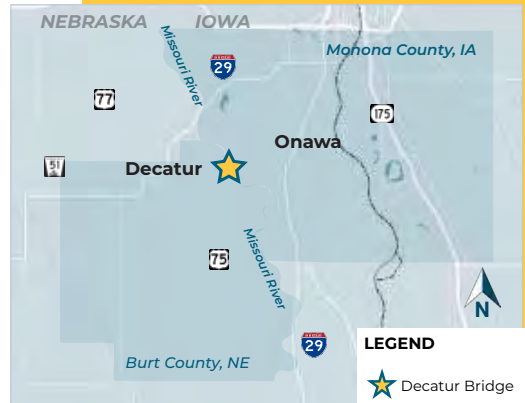
Onawa Community and Recreation Center - Kelly Hall
320 10th St., Onawa, IA

DECATUR MEETING OPTION:

Thursday, June 27, 2024

5 - 7 PM

Decatur City Hall
913 S. Broadway St., Decatur, NE



SCAN ME!



ndot.info/32395

Meeting information will be available on the project website after the meetings at ndot.info/32395. 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 402-370-3470.



Nebraska Department of Transportation
c/o Public Involvement
P.O. Box 94759 | Lincoln, NE 68509-4759

PROJECT CONTACTS:

Sarah Fisher

NDOT Public Involvement

402-479-3832

sarah.fisher@nebraska.gov

Kevin Domogalla

NDOT District 3 Engineer

402-370-3470

kevin.domogalla@nebraska.gov

Jessica Felix

Iowa District 3 Engineer

712-274-5833

jessica.felix@iowadot.gov

*NDOT will make every reasonable accommodation to provide accessible meeting facilities for all persons. Appropriate provisions for the hearing and visually challenged or persons with Limited English Proficiency (LEP) will be made if NDOT is notified by **June 19, 2024**.*

PUBLIC INFORMATION OPEN HOUSE MEETINGS

STP-51-7(109) Decatur Bridge; CN 32395

The Nebraska Department of Transportation (NDOT) and the Iowa Department of Transportation (Iowa DOT) are hosting two public information open house meetings regarding the proposed *Decatur Bridge* project which would improve the Nebraska Highway 51 (N-51) / Iowa Highway 175 (IA-175) Missouri River crossing in Burt County, Nebraska and Monona County, Iowa.

Two meetings will be held to provide information regarding the project, currently in the study phase, and to receive the public's input. Attendees will have the opportunity to learn about the project and discuss with the project team. No formal presentation is planned, and both meetings will present the same information.

The *Decatur Bridge* project planning and design would occur over three phases and multiple years. Construction would be dependent on available funding but could begin as early as 2029.

The public is being encouraged to comment on the proposed project.

Comments will be collected through September 16, 2024, and should be submitted to Sarah Fisher, NDOT Public Involvement P.O. Box 94759, Lincoln, NE 68509-4759 or sarah.fisher@nebraska.gov.

SCAN ME!



ndot.info/32395

Meeting information will be available on the project website after the meetings at ndot.info/32395. 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 402-370-3470.

Please join us!

Both meetings will present the same information.

ONAWA MEETING OPTION:

Wednesday, August 28, 2024

11:30 AM - 1:30 PM

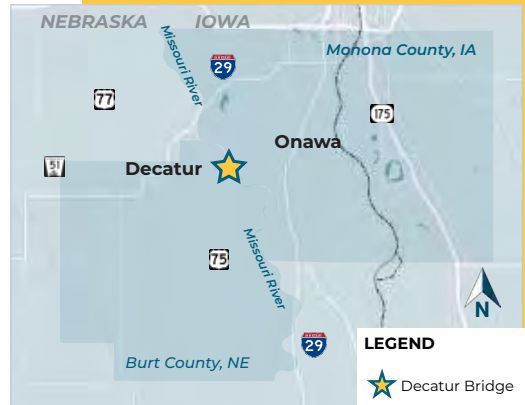
Onawa Community and Recreation Center - Kelly Hall
320 10th St., Onawa, IA

DECATUR MEETING OPTION:

Thursday, August 29, 2024

5 - 7 PM

Decatur City Hall
913 S. Broadway St., Decatur, NE





Nebraska Department of Transportation
c/o Public Involvement
P.O. Box 94759 | Lincoln, NE 68509-4759

PROJECT CONTACTS:

Sarah Fisher

NDOT Public Involvement

402-479-3832

sarah.fisher@nebraska.gov

Kevin Domogalla

NDOT District 3 Engineer

402-370-3470

kevin.domogalla@nebraska.gov

Jessica Felix

Iowa District 3 Engineer

712-274-5833

jessica.felix@iowadot.us

*NDOT will make every reasonable accommodation to provide accessible meeting facilities for all persons. Appropriate provisions for the hearing and visually challenged or persons with Limited English Proficiency (LEP) will be made if NDOT is notified by **August 21, 2024**.*

(Fold here)



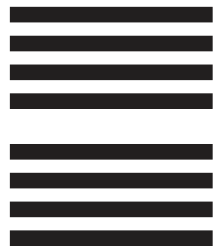
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UNITED STATES

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FIRST-CLASS MAIL PERMIT NO 1181 LINCOLN NE

POSTAGE WILL BE PAID BY ADDRESSEE

ATTN: Public Involvement
NEBRASKA DEPT OF TRANSPORTATION
PO BOX 94759
LINCOLN, NE 68509-9983



(Fold here)

(Tape closed - Do not staple)

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Subject: Comment Inquiry for Decatur Bridge
Date: Wednesday, June 12, 2024 6:01:23 PM

Form Results

Project

[#pageName]

Project URL

<https://dot.nebraska.gov>[@Url]

Full Name

Patricia L Johnson

Email

patti.johnson9@gmail.com

Address

1860 HWY 75

City

Decatur

State

Nebraska

Zip

68020

Comment

I cant get survey to load. I work in Onawa, see the dr in onawa, go to the hospital and take my grandkids to the pool in onawa. Thiis would impact me finacially and emotionally. I would loose my job. I couldnt afford to see my dr. due to the distance i would have to travel. We would have no access to the interstate, my dr., or my dentist. I would not be able to go to my favorite cafe, the stores in Onawa or my church. Leave the bridge as is Please. Thank you

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

November 8, 2024

Patricia L Johnson
1860 HWY 75
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Patricia L Johnson,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

Potential hardships to residents and the Decatur community are being considered in the study. Alternatives are being considered that would provide a new bridge on alignments adjacent to the existing bridge without adding travel time or distance to access services in Onawa. Because of the condition of the existing bridge and the types of repairs needed to keep it serviceable, leaving the existing bridge in place would not address the design deficiencies of the existing bridge.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Subject: Comment Inquiry for Decatur Bridge
Date: Thursday, June 20, 2024 3:53:26 PM

Form Results

Project

[#pageName]

Project URL

<https://dot.nebraska.gov>[@Url]

Full Name

William Mueller

Email

wmueller@alum.mit.edu

Address

420 W 8th St

City

Decatur

State

Nebraska

Zip

68020

Comment

It would be tremendous if the design for the new bridge considered a safe passage for bicycles and pedestrians. This would greatly enhance life in Decatur by providing non-vehicular access to the riverfront and wildlife areas on the Iowa side. A bike route between Decatur and Onawa would also be a singular benefit.



Jim Pillen, Governor

November 8, 2024

William Mueller
420 W 8th St
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear William Mueller,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your suggestion to provide safe passage for bicycle and pedestrian traffic on the bridge. Providing pedestrian/bicycle linkages to areas beyond the bridge are not being considered at this time.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Subject: Comment Inquiry for Decatur Bridge
Date: Tuesday, June 25, 2024 2:44:56 PM

Form Results

Project

[#pageName]

Project URL

<https://dot.nebraska.gov>[@Url]

Full Name

Katie

Email

katie.paulsen@ihs.gov

Address

City

State

Alabama

Zip

Comment

The bridge links us to work, shopping, schools.... if its even shut down for a short time- it affects so many people!!!!



Jim Pillen, Governor

November 8, 2024

Katie Paulsen
Alabama

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Katie Paulsen,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

Potential hardships to residents and the Decatur community are being considered in the study. Alternatives are being considered that would provide a new bridge on alignments adjacent to the existing bridge without adding travel time or distance to access services in Onawa. The study team has heard from many people noting the adverse, out-of-direction travel required when the bridge is closed for short periods. Alternatives are being considered that would minimize the amount of time the crossing would be closed during construction.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

From: [Bui, Tony](#) on behalf of [NDOT, Public Involvement](#)
To: [Fisher, Sarah](#)
Subject: Fwd: Comment Inquiry for Decatur Bridge
Date: Sunday, July 7, 2024 8:58:23 PM

From: noreply@nebraska.gov <noreply@nebraska.gov>
Sent: Sunday, July 7, 2024 2:23:53 AM
To: NDOT, Public Involvement <ndot.PublicInvolvement@nebraska.gov>
Subject: Comment Inquiry for Decatur Bridge

Form Results

Project

[#pageName]

Project URL

https://dot.nebraska.gov[@Url]

Full Name

Gene Marshall

Email

gmarshall925@gmail.com

Address

715 12th St

City

Onawa

State

Iowa

Zip

51040

Comment

I use the bridge every night 5 days a week for commercial use. I

deliver to O'Reilly stores across northern Ne. Without the bridge I couldn't run my route in DOT allowed time. Basically without use of the bridge. My job cannot be done.



Jim Pillen, Governor

November 8, 2024

Gene Marshall
715 12th St
Onawa, IA 51040

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Gene Marshall,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

NDOT recognizes the role the bridge plays in the local and regional economy and is evaluating alternatives that would provide a new bridge that would support travel across the river for residents and business purposes. The study team has heard from many people noting the adverse, out-of-direction travel required when the bridge is closed for short periods. Alternatives are being considered that would minimize the amount of time the crossing would be closed during construction.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: bmccall@mccallauctions.com
Subject: Comment Inquiry for Decatur Bridge
Date: Wednesday, August 28, 2024 12:41:19 PM

Form Results

Project

Decatur Bridge

Project URL

<https://dot.nebraska.gov/projects/future-projects/decaturo-bridge/>

Full Name

Brent McCall

Email

bmccall@mccallauctions.com

Address

814 17th Street

City

Onawa

State

Iowa

Zip

51040

Comment

Attending the Onawa, IA information meeting 8/28/2024, there are 2 options that I see. The blue or orange options of building directly north and south of the existing bridge. Tearing down the existing and building would be too much of an economic impact to the regional area to not have a bridge during that time period. All other options were be cost prohibited due to the infrastructure needed to make happen.

How satisfied are you with this project?

Somewhat satisfied



Jim Pillen, Governor

November 8, 2024

Brent McCall
814 17th Street
Onawa, IA 51040

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Brent McCall,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment or south of the existing bridge on the orange alignment. NDOT recognizes the role the bridge plays in the local and regional economy and is evaluating alternatives that would provide a new bridge that would support travel across the river for residents and business purposes.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

STP-51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

We appreciate the process your boards are choosing to inform the public, the taxpayers, about the proposed project of the Decatur Bridge - And not just going ahead, it seems, as seen by Orwells Downtown Project w/o consideration of residents & business owners views - (and Truckers, etc.) -

The Video explained things very well! The maps were very helpful visual aids -

Mainly we use it for dining options in Decatur & Tekamah NE - Visiting relatives in Arcadia NE - Exercise class, weekly in Decatur -

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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)

Mitch and Vanda Carrier

Address:

609 7th Street

City, State, Zip:

Orwells Iowa

51040

Phone:

712-870-1795

Email:

mitch.carrier1994@gmail.com



Jim Pillen, Governor

November 8, 2024

Mitch and Wanda Carrier
609 7th Street
Onawa, IA 51040

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Mitch and Wanda Carrier,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

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Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

Blue and orange are best options.
Both for local impact and for cost.

Removal and replacement of current bridge would
be the worst option both for business and
safety.

Placing the new bridge near the current
bridge would help to move the project forward on
a quicker time line.

The Nebraska Department of
Transportation (NDOT),
the Iowa Department of
Transportation (Iowa DOT) 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)

Matt Connealy

Address:

2995 Old Hwy 118

City, State, Zip:

Decatur NE 68020

Phone:

402.616.3349

Email:

matt.connealy@gmail.com



Jim Pillen, Governor

November 8, 2024

Matt Connealy
2999 Old Hwy 118
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Matt Connealy,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment or south of the existing bridge on the orange alignment.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
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STP- 51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

• For many reasons, the new bridge should be built on one or the other side of the current bridge (the blue or the orange route)

• Thank you Nebr. DOT and Iowa DOT for tackling this project and bringing the bridge up-to-date.

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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)

Judy Connealy

Address:

2999 Old Highway 118

City, State, Zip:

Decatur, NE 68020

Phone:

402-307-0172

Email:

schererj1@gmail.com



Jim Pillen, Governor

November 8, 2024

Judy Connealy
2999 Old Hiway 118
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Judy Connealy,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment or south of the existing bridge on the orange alignment.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
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STP-51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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402-479-3832 Office
402-479-3989 Fax

After observing the Map - the best
solution would be the blue line. We
need to keep traffic thru Main Street so
our businesses in Decatur do not suffer.

The Nebraska Department of
Transportation (NDOT),
the Iowa Department of
Transportation (Iowa DOT) 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)

Russ. Loretha McCall

Address:

PO Box 277

City, State, Zip:

Decatur NE

68020

Phone:

712-420-3004

Email:

mcalls@mcallsauctions.com



Jim Pillen, Governor

November 8, 2024

Russ and Loretta McCall
PO Box 277
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Russ and Loretta McCall,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County Nebraska, and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, the NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your concern regarding potential impacts to your irrigated land north of Decatur. Your preference to build a new bridge either north of the existing bridge on the blue alignment or south of the existing bridge on the orange alignment will also be considered.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

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Lincoln, NE 68502

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EMAIL NDOT.ContactUs@nebraska.gov

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Jim Pillen, Governor

November 8, 2024

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear resident,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County Nebraska, and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

I love bridges.

Nebraska & Iowa are my 2 favorite states!

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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)

John Q. Citizen

Address:

City, State, Zip:

Phone:

Email:



Jim Pillen, Governor

November 8, 2024

John Q. Citizen

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear John Q. Citizen,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

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dot.nebraska.gov

STP- 51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

Return to: Sarah Fisher
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P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

Prefer light blue route due to current Hwy alignment,
and Purple

Current structure should remain on line
until proposed construction completed

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) GARY MOORE

Address: 25294 Co Hwy L20

City, State, Zip: Soldier IA 51572

Phone: _____ Email: gdmoores25294@gmail.com

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

November 8, 2024

Gary Moore
25294 Co Hwy L20
Soldier, IA 51572

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Gary Moore,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team is considering new river crossing locations, some adjacent to the existing bridge, that could require the existing crossing to be closed for a short period of time to connect the new crossing to the existing roadway network. If a new bridge is built off the existing alignment, the design team will consider alternatives that would keep the existing bridge open to traffic until the new crossing is complete.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

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STP- 51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

In my opinion the bridge should be rebuilt immediately to the north of the present structure - this would have the least impact on our small town -

Else where proposed would divert travelers from our "business district" which would ruin what business we have - also destroy our sewer plant - several of the newer houses in town and our recreational parks

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) MarJean Hightree
Address: 300 E 11th St
City, State, Zip: Decatur NE 68020
Phone: 712.898-1610 Email: mhightree1@gmail.com



Jim Pillen, Governor

November 8, 2024

MarJean Hightree
300 E 11th St
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear MarJean Hightree,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment. Hardships on the local community and regional economy are being taken into consideration as the study team makes its decision.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

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STP-51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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402-479-3832 Office
402-479-3989 Fax

the Bridge Project is a Very Needed Asset. The Bridge is 75 Plus years old but still in OK. Shape. the Bridge Built in the 1950 is the only way to connect the Commerce to Both Towns is a Plus to Both STATES. Our Clodas Hospital is only 6 miles away the INTERSTATE is 5 miles away. giving us a way to go to shopping. Jobs. & Income.

Multiple horizontal lines for additional handwritten comments.

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) Wayne High Tree

Address: 200 East 11th St.

City, State, Zip: Decatur Ne 68020

Phone: 712-898-1614 Email: _____



Jim Pillen, Governor

November 8, 2024

Wayne Hightree
300 East 11th St
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Wayne Hightree,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

Hardships on the local community and regional economy are being taken into consideration as the study team makes its decision.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

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STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

As close to the existing bridge as possible,
on the north side, or south side if possible,
any further away would effect jobs, health care,
and traffic coming through Decatur and to Omaha.

What is your overall satisfaction with the proposed project?

Very
Dissatisfied

Somewhat
Dissatisfied

Neutral

Somewhat
Satisfied

Very
Satisfied

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) Della Kellogg

Address: 450 W. 11th St.

City, State, Zip: Decatur NE 68020

Phone: 402 349 5396 Email: dave



Jim Pillen, Governor

November 8, 2024

Della Kellogg
450 W. 11th St.
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Della Kellogg,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment or south of the existing bridge on the orange alignment.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

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STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

Please disregard 13th St. option. Our home was just built 3 1/2 years ago on 1312 S. Broadway.

NOT PURPLE!

Keep in existing area! won't affect businesses!

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) Bruce & Tracy Nathan

Address: 1312 S Broadway

City, State, Zip: Decatur NE 68020

Phone: 402-870-1925 Email: _____



Jim Pillen, Governor

November 8, 2024

Bruce and Tracy Nathan
1312 S Broadway
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Bruce and Tracy Nathan,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your concern regarding potential impacts to your property along the 13th Street, purple alignment. Hardships on the local community and regional economy are being taken into consideration as the study team makes its decision.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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



Jim Pillen, Governor

November 8, 2024

Jersey Nathan
1312 S Broadway St
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Jersey Nathan,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your concern regarding potential impacts to your property along the 13th Street, purple alignment. Hardships on the local community and regional economy are being taken into consideration as the study team makes its decision.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

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STP-51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

Route Green or blue.
Take out the bridge is okay with me

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) Sean Conneally
Address: 2725 Old Hwy 118
City, State, Zip: Decatur, NE, 68020
Phone: 402 349-5680 Email: _____

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

November 8, 2024

Sean Connealy
2725 Old Hwy 118
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Sean Connealy,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge in place on the green alignment or north of the existing bridge on the blue alignment. Replacement of the Decatur Bridge on the existing alignment would require the crossing to be closed to traffic for possibly two years or more. During that time, residents and business owners would be required to use the existing river crossings at Sioux City, Iowa or Blair, Nebraska to access homes and services in both Decatur and Onawa.

Thank you for your participation. Your comments and feedback are appreciated

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

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1500 Nebraska Parkway
Lincoln, NE 68502

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STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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P.O. Box 94759
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sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

Moving the Bridge out of it's original spot will hurt Decatur's small businesses, and just ~~the~~ the community in general. Our farmers also ~~we~~ use the bridge to keep them going as well. We need this bridge to keep Decatur alive not just Decatur but other small towns around.

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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)

Jackie Anderson

Address:

481 W 9th St

City, State, Zip:

Decatur NE 68030

Phone:

402-349-5266

Email:



Jim Pillen, Governor

November 8, 2024

Jackie Anderson
481 W 9th St
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Jackie Anderson,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge in the location of the existing bridge. Potential hardships to the local and regional economy will also be considered if a bridge was not available in Decatur.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

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STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

I believe Moving the bridge to the North would be a better idea. My concern is that closing down the bridge will affect my business since I live in Decatur and work in Omaha. But I do agree with replacement of the bridge.

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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)

Robbin Harrison

Address:

451 W 9th St

City, State, Zip:

Decatur NE 68020

Phone:

712-635-4562

Email:

—



Jim Pillen, Governor

November 8, 2024

Robbin Harrison
451 W 9th St
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Robbin Harrison,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment. Potential hardships to the local and regional economy will also be considered if the existing bridge was not available for an extended period of time during construction.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
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STP-51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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402-479-3832 Office
402-479-3989 Fax

next
to Please keep the area's
economy thriving by
keeping the bridge location
where it currently exists

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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: _____



Jim Pillen, Governor

November 8, 2024

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear resident,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment or south of the existing bridge on the orange alignment.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

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1500 Nebraska Parkway
Lincoln, NE 68502

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STP-51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

The best option for us and our town is to keep the bridge close to where it is right now.

If traffic was to be routed around town, our town would eventually die out. A great percentage of the travelers stop at our businesses.

Most small towns don't have what we have, don't take that away from us.

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) Jeana McCulloch

Address: 113 N. Broadway

City, State, Zip: Decatur NE 68020

Phone: 712-420-3134 Email: _____



Jim Pillen, Governor

November 8, 2024

Jeanea McCulloch
613 N. Broadway
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Jeanea McCulloch,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

Potential hardships to residents and the Decatur community are being considered in the study. Alternatives are being considered that would provide a new bridge on alignments adjacent to the existing bridge without adding travel time or distance for travelers.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

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STP- 51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

Do not shut down current Bridge until
New bridge is complete

Any decision if acceptable but
would prefer route out of Decatur town
being preferred

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) Daryl Reicks
Address: 1102 15th St
City, State, Zip: Owasa Ia 51040
Phone: 712-420-1522 Email: reicksdja@gmail.com



Jim Pillen, Governor

November 8, 2024

Daryl Reicks
1102 15th St
Onawa, IA 51040

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Daryl Reicks,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to route traffic out of Decatur. If a new bridge is built off the existing alignment, the design team will consider alternatives that would keep the existing bridge open to traffic until the new crossing is complete.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
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STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

The best option for a new bridge is
to go next to existing bridge

for ease of traffic
for business in the connecting towns
for lower expense on bridge by
tying in to existing road

The Nebraska Department of
Transportation (NDOT),
the Iowa Department of
Transportation (Iowa DOT) 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) Chad McCulloch

Address: Box 227

City, State, Zip: DECATUR NE 68020

Phone: 712 420 0092 Email: _____



Jim Pillen, Governor

November 8, 2024

Chad McCulloch
PO Box 227
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Chad McCulloch,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment or south of the existing bridge on the orange alignment.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

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STP-51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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402-479-3832 Office
402-479-3989 Fax

The Decatur Bridge has to stay where it is*. That said, the 1953 bridge, if it can be safely maintained, should stay in place as long as possible. If the 1953 bridge cannot be safely maintained, any new structure should "honor" the truss style of the 1953 bridge. Perhaps the solid deck should be replaced to "protect" the 1953 sub-structure. With the 1953 bridge condition now "better than average" maintain it and save taxpayer money.

* Any future Decatur bridge will run through the town on the existing right of way.

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) Rev. Gary Fugman
Address: 1506 RiverView Drive
City, State, Zip: Decatur NE 68020
Phone: 402 349 1953 Email: fugman@abbnebraska.com



Jim Pillen, Governor

November 8, 2024

Rev. Gary Fugman
1506 Riverview Drive
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Rev. Gary Fugman,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team is considering rehabilitation of the Decatur Bridge along with other options. Because of the condition of the existing bridge and the types of repairs needed to keep it serviceable, leaving the existing bridge in place may only support travel for a short period of time before the bridge may need to be closed to traffic. Replacing the open grate deck with a solid deck would add weight to the bridge, further limiting the vehicle loads the bridge could accommodate.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

I am interested on keeping traffic thru
Decatur business. Don't want new bridge
where existing one is and not closing present
one during project. present bridge must stay
open during project at new bridge.

What is your overall satisfaction with the proposed project?

Very
Dissatisfied

Somewhat
Dissatisfied

Neutral

Somewhat
Satisfied

Very
Satisfied

The Nebraska Department of
Transportation (NDOT),
the Iowa Department of
Transportation (Iowa DOT) 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) DALE WOLF
Address: P.O. BOX 318
City, State, Zip: DECATUR, NE
Phone: 402-349-5412 Email: _____



Jim Pillen, Governor

November 8, 2024

Dale Wolf
P.O. Box 318
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Dale Wolf,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

Potential hardships to residents and the Decatur community are being considered in the study. The study team is considering new river crossing locations, some adjacent to the existing bridge, that could require the existing crossing to be closed for a short period of time to connect the new crossing to the existing roadway network. If a new bridge is built off the existing alignment, the design team will consider alternatives that would keep the existing bridge open to traffic until the new crossing is complete.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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



Jim Pillen, Governor

November 8, 2024

Rene Larson
P.O. Box 274
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Rene Larson,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team is considering rehabilitation of the Decatur Bridge along with other options. A solid deck, railings, lighting, and other improvements to support bike/pedestrian use would be needed that would add weight to the bridge. Another entity outside of either DOT would be required to take ownership of the bridge and would be required to maintain it.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

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STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

The Decatur Bridge should be built on the carteline you call Blue 80 feet North of present location.

1. This would allow clearance from city storm sewer line
2. Being north of the mouth of Elm Creek would be a benefit due to high flows causing scour at piers and from debris when creek has high flow it carries quite a few trees.
3. This town depends on traffic to support its businesses. It is critical it is not moved or that traffic is slowed down on the Nebraska approach

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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

Dependson alignment

Name: (Please Print) Larry Murphy

Address: 7015 Country Club Road

City, State, Zip: Omaha, NE 68152

Phone: _____ Email: larrymurphy@aex.net



Jim Pillen, Governor

November 8, 2024

Larry Murphy
7015 Country Club Road
Omaha, NE 68152

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Larry Murphy,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

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The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

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EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: quinnebaugh@outlook.com
Subject: Comment Inquiry for Decatur Bridge
Date: Wednesday, September 4, 2024 2:47:34 PM

Form Results

Project

Decatur Bridge

Project URL

<https://dot.nebraska.gov/projects/future-projects/decat-ur-bridge/>

Full Name

Ronni Ward

Email

quinnebaugh@outlook.com

Address

1951 County Road 39

City

Decatur

State

Nebraska

Zip

68020

Comment

Here are my choices for alternate bridge locations from first choice to last choice: First Choice: The Orange option just South close to the existing bridge. Least amount encroachment on private property. It will cross over into the DNR area. Second Choice: The Dark Blue option just north close to the existing bridge. Minimal impact on housing and private property. Third Choice: The Pink Option North just outside of town (240th St.). No houses or private

property would be impacted. Drawback is farmland would be impacted, also this option location is the widest part of the river crossing. Could potentially affect the wetlands. Fourth Choice: The Yellow option North of Decatur. Minimal impact on houses and private property. Draw back is part goes through the Indian Reservation and would cross over three bodies of water possibly requiring three separate bridges to be made and potential impact on wetlands and wild life. Fifth Choice, least viable option in my opinion: The Red option has impact on private property, there appears to be a vacant lot it would run through. Potential issues is the gas line that runs through the area, may impact the DNR land, wetlands and private farmland and potentially devalue an empty lot and create an increase in traffic where houses are currently located. Unacceptable Options: The Green option of rebuilding where the old bridge is, is unacceptable, it could be years before construction would be complete, this would isolate Decatur and surrounding areas from business opportunities, health and emergency care and family care etc. The Purple 13th Street and Light Blue 14th Street would remove people from their homes. Even if they were paid market value they would be hard pressed to find another decent house to afford in the surrounding area where the housing inventory is low, plus mental stress and disruption in family life.

How satisfied are you with this project?

Neutral



Jim Pillen, Governor

November 8, 2024

Ronni Ward
1951 County Road 39
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Ronni Ward,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

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The study team recognizes different alignments may support different traveler needs and will consider your preference to build a new bridge south of the existing bridge on the orange alignment or north of the existing bridge on the blue alignment. Potential hardships to residents and the Decatur community are being considered in the study. If a new bridge is built off the existing alignment, the design team will consider alternatives that would keep the existing bridge open to traffic until the new crossing is complete.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

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Comments on Decatur Bridge

Present highway traffic from the bridge does not now and has never interfered with our local city traffic; and local city traffic does not now and has never interfered with highway traffic. Decatur's bridge traffic does not go through the main business district. However, two Missouri River bridge traffic routes do go through their main streets. South Sioux City has bridge traffic route through town as does Blair.

Environmental issues are resolved with the present bridge due to its longevity and due to the environmental issues adapting to the present location. Wet lands and present bridge location are in harmony. Other route locations (excepting the immediate north and south proposed routes) would require extensive modifications and would be very costly.

Two routes proposed routes are north of Decatur – 1.35 miles and .5 miles. The hills north of Decatur are extremely high. These hills would have to be torn down to make them usable for the traffic. Also, Hwy 75 north of Decatur would have to be repaired or replaced. In addition, a location north of Decatur in the area of the two north proposed routes, is called the "High Banks". This area is mentioned in the Lewis and Clark Journals. Names from the past are on the "High Banks". The names and the "High Banks" need to be preserved. The excessive cost of tearing down hills and remaking that part of Hwy 75 would be prohibitive.

My home and yard abuts the creek that runs through part of Decatur. I live on the east side of the creek. Over the years I have lost 10 feet of my property to the creek. If the bridge were to be built south, in and past Decatur, the creek would have to be continuously stabilized to accommodate a bridge going over that creek. With the bridge being built just to the north or south of the present bridge, no traffic will have to pass over the creek.

Decatur is a small town that is vibrant and alive. We have no vacant houses, because as soon as a house is empty it is purchased. Thanks to the river and the bridge, Decatur is an entertainment center. People come for boating, water sports, hunting, fishing, camping, good eating, many cabins that are full practically all year, a marina, a basketball court designed by Eric Crouch, a splash park. In the summer the population nearly doubles. Decatur was voted by World Maps as a Most Charming River Town in Nebraska.

On a summer, Saturday evening, my husband and I took a drive around to all the towns in the county. The towns had 7 - 0 - 9 - and 4 vehicles on their main streets. When we got back to Decatur, we counted 56 vehicles with more coming all evening. The bridge and the river keep our businesses alive – they are the life-blood of Decatur.

According to the maps, it looks as if Decatur residents will be allowed quick access to Onawa's pharmacy, hospital, doctors, physical therapy. Without the 7 mi./ 7 min. trip to Onawa's medical facilities, we would have to travel 45 min to an hour to a hospital. The bridge has helped save many lives. When the bridge was closed due to a flood, Onawa's businesses lost 50% of their customers.

RECEIVED

SEP 04 2024

STP-51-7(109) Decatur Bridge; CN 32395

RECEIVED

Please submit your written comments by September 16, 2024

SEP 04 2024

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

sarah.fisher@nebraska.gov
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402-479-3989 Fax

Location for the new Decatur Bridge should be one of the two locations nearest the present bridge, either the one to the north or the one to the south. These two locations are best because:

- the locations are least expensive
- the locations have the least environmental impact
- the locations are best for Decatur and Onawa businesses and their futures
- the locations are best for the health and safety of Decatur residents.

PS - Please do not use steel made in China.

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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)

Bonnie Hennig

Address:

1323 S. Broadway St.

City, State, Zip:

Decatur, NE 68020

Phone:

402.349.5542

Email:

bonnie@nntc.net



Jim Pillen, Governor

November 8, 2024

Bonnie Hennig
1323 S Broadway St
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Bonnie Hennig,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

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The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment or south of the existing bridge on the orange alignment. Information you provided regarding the local terrain, environmental issues, community amenities, and potential hardships to the local economy will also be considered.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

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STP- 51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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402-479-3989 Fax

This work really needs done. New build or rehab,
whatever makes the most sense, socially and financially
will work for me.

You can't underestimate the importance of this bridge,
in this place, to Decatur, Omaha and the surrounding region.

It took over 30 years to get this one built and with
private money to boot. Lets hope it doesn't take that
long to get it replaced.

RECEIVED

SEP 04 2024

The Nebraska Department of
Transportation (NDOT),
the Iowa Department of
Transportation (Iowa DOT) 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)

Mark Jackson

Address:

PO Box 10

City, State, Zip:

Tekamah NE 68061

Phone:

402-533-3494

Email:

Mark.a.jackson1959@gmail.com



Jim Pillen, Governor

November 8, 2024

Mark Jackson
PO Box 10
Tekamah, NE 68061

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Mark Jackson,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

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The study team will consider your comment regarding the importance of the Decatur bridge to the local community as they review feasible alternatives for an improved river crossing.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

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STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

Concerned that you may be looking
at using some of the DLD property along the
existing highway -
We are very much opposed to selling
any of our property -
I feel there are other options!

JACK R PETERSON
DLD Corp. member!

RECEIVED

SEP 04 2024

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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)

JACK R PETERSON

Address:

1109 MONTAGUE ST

City, State, Zip:

DUNLAP, IA. 51529

Phone:

402-658-8437

Email:

NONE



Jim Pillen, Governor

November 8, 2024

Jack R. Peterson
1109 Montague St
Dunlap, IA 51529

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Jack R. Peterson,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your concern regarding potential impacts to the DLD property along the existing alignment as they review feasible alternatives for an improved river crossing.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

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STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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Of course, we all resist change to one degree or another, but change is definitely needed in the case of this bridge. It has served its purpose well for all these years and provides a vital link in Nebraska's middle eastern flank with Iowa. Personally, my wife and I travel this highway often crossing from our home near Tekamah into Iowa on trips to Wisconsin via Highway 20.

From a strictly "travelling-through" perspective, the light blue route is the most desirable for the motorist, whether in a light vehicle or a heavy truck, especially if this project were coupled with modification to the joining with Highway 51 which included a sizable round-about there.

But in the interest of local economics and the City of Decatur, I would favor the blue route. This would likely be the most reasonable cost wise, as it would not necessitate a completely new path for the roadway, the least amount on new ground acquisition, and new wetlands/environmental intrusions. It would also continue to benefit the local community with through-traffic and the consequent commerce which that provides.

This blue route also would not disturb the present Decatur Sewer Treatment plant. As a suggestion, the road under the bridge which services the businesses, etc. that are north of the bridge along the west bank of the river could be removed, and a road brought to them from the west as an extension of present 5th Street in Decatur. This would eliminate some bridge construction expense and complexity.

This bridge is vital to our surface transportation infrastructure both locally and nationally. In my perspective, as deeply involved in aviation infrastructure, I hope the best decision will be made which honors both local and national needs.

RECEIVED

SEP 04 2024

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) MARK VAN DER HART, KTOE JOINT ZONING BOARD, CHAIRMAN

Address: 475 CR 35

City, State, Zip: TEKAMAH NE 68061

Phone: 402 699 0621 Email: mack@candramotiv.com



Jim Pillen, Governor

November 8, 2024

Mark Van Der Hart
475 CR 35
Tekamah, NE 68061

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Mark Van Der Hart,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

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The study team recognizes different alignments may support different traveler needs. Potential hardships to residents and the Decatur community are being considered in the study.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
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sarah.fisher@nebraska.gov

Vicki Kramer, Director

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Please submit your written comments by September 16, 2024

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402-479-3989 Fax

Want to keep it South or north as I go to
Green Lantern & the cemetery

RECEIVED

SEP 04 2024

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) JUANITA Ueding

Address: 618 5th St

City, State, Zip: ONAWA IA 51040

Phone: 712-423-0285 Email: retiredju@gmail.com



Jim Pillen, Governor

November 8, 2024

Juanita Veding
618 5th St
Onawa, IA 51040

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Juanita Veding,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

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The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment or south of the existing bridge on the orange alignment.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

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P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

We really need our bridge to lower Doctors, work family, sports & other things. I think moving it North a little ways is the best. And keep the old bridge while the new one is being built.

RECEIVED

SEP 06 2024

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) Brenda Sears
Address: Cell W 10th St.
City, State, Zip: Decatur NE 68020
Phone: 402 870-0615 Email: bsears0615@gmail.com



Jim Pillen, Governor

November 8, 2024

Brenda Sears
611 W 10th St
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Brenda Sears,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment. Potential hardships to residents and the Decatur community are being considered in the study. If a new bridge is built off the existing alignment, the design team will consider alternatives that would keep the existing bridge open to traffic until the new crossing is complete.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

I would like the bridge to stay close to where it is currently located, preferably a new bridge right beside the current bridge.

It is important to have the bridge here, I go to the doctor in Orawa IA + get my medicine from Orawa as well.

Thank you for considering my comments. I am a long time resident of the community and have used this bridge for many years and appreciate the convenience.

RECEIVED

SEP 06 2024

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) Joan Saxton

Address: 1308 S. 4th Ave.

City, State, Zip: Decatur, Neb 68020

Phone: 402-348-2582 Email: ksaxton@yahoo.com



Jim Pillen, Governor

November 8, 2024

Joan Saxton
1303 S 4th Ave.
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Joan Saxton,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

Potential hardships to residents and the Decatur community are being considered in the study. Alternatives are being considered that would provide a new bridge on alignments adjacent to the existing bridge without adding travel time or distance to access services in Onawa.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

I would like to see a new bridge built beside the old bridge, to the north side. Having the bridge remain in Decatur NE is vital to the village and residents who depend on that bridge to get to jobs, healthcare, pharmacy, groceries. I personally go to Onawa, Sioux City & Dakota Dunes weekly and depend on the bridge to get to doctor appointments, pharmacy needs & groceries. If the bridge ~~being~~^{was} moved away it would be detrimental to the aging population in Decatur and surrounding community.

In short, please consider leaving the bridge in Decatur and constructing a new bridge to the north side of current location. Thank you.

RECEIVED

SEP 06 2024

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) Luann Saxton

Address: 1303 S. 4th AVE

City, State, Zip: Decatur NE 68020

Phone: 402-630-1563 Email: LKSAXT@YAHOO.COM



Jim Pillen, Governor

November 8, 2024

Luann Saxton
1303 S 4th Ave.
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Luann Saxton,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment. Potential hardships to residents and the Decatur community are being considered in the study.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: greg.heisterkamp@gmail.com
Subject: Comment Inquiry for Decatur Bridge
Date: Sunday, September 8, 2024 6:15:02 PM

Form Results

Project

Decatur Bridge

Project URL

<https://dot.nebraska.gov/projects/future-projects/decaturo-bridge/>

Full Name

Greg Heisterkamp

Email

greg.heisterkamp@gmail.com

Address

810 So. Shannon Dr

City

Sloan

State

Iowa

Zip

51055

Comment

Many choices. I like the idea of 80 feet north of existing bridge. The three choices south of the bridge 13th street, 14th street, and south by Hardsteel, must go through terrain that was made into a water fowl area. 3.2 Million was spend on that area by DNR. Much dirt would be needed to be hauled in. Using the 80ft north of current bridge choice, the current bridge could not be torn down while building the new. I use the bridge approximately 6+ times a week

during April thru October. Thank you.

How satisfied are you with this project?

Very satisfied



Jim Pillen, Governor

November 8, 2024

Greg Heisterkamp
810 S Shannon Dr.
Sloan, IA 51055

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Greg Heisterkamp,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment and your concern regarding impacts the three most southern alignments would have on the natural environment. Potential hardships to residents and the Decatur community are being considered in the study.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: aljones1113@gmail.com
Subject: Comment Inquiry for Decatur Bridge
Date: Tuesday, September 10, 2024 11:06:28 AM

Form Results

Project

Decatur Bridge

Project URL

<https://dot.nebraska.gov/projects/future-projects/decat-ur-bridge/>

Full Name

Allison Jones

Email

aljones1113@gmail.com

Address

1103 P Street

City

Tekamah

State

Nebraska

Zip

68061

Comment

My husband travels this bridge from Decatur to the coal plant near Salix, IA daily, twice a day and sometimes more if he gets called into work. We live in Tekamah, so this is the most convenient way for him to get to work. We also access Onawa very often for good and services. I am wanting to see the current bridge be placed on the National Register of Historic Places as a walking bridge. That being said, I am for an option of a new bridge being built, as long as we

have access to the old one until the new one is complete. Otherwise, we have to travel to South Sioux City or Missouri Valley to get to Iowa. Both of those options add an additional 40 minutes both ways to his commute. As far as which option is best, I think a path through the town of Decatur is best so this little town does not get bypassed. I would hate to see another small Nebraska town go by the wayside once again.

How satisfied are you with this project?

Somewhat dissatisfied



Jim Pillen, Governor

November 8, 2024

Allison Jones
1103 P Street
Tekamah, NE 68061

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Allison Jones,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

As part of the study, NDOT recognized the travel challenges incurred when the existing Decatur Bridge is closed to traffic, requiring adverse and out-of-direction travel. The Decatur Bridge is eligible for listing on the National Register of Historic Places (NRHP). The study team is considering rehabilitation of the Decatur Bridge along with other options. A solid deck, railings, lighting, and other improvements to support bike/pedestrian use would be needed that would add weight to the bridge. Another entity outside of either DOT would be required to take ownership of the bridge and would be required to maintain it. If a new bridge is built off the existing alignment, the design team will consider alternatives that would keep the existing bridge open to traffic until the new crossing is complete.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: jarmstro77@gmail.com
Subject: Comment Inquiry for Decatur Bridge
Date: Tuesday, September 10, 2024 2:11:07 PM

Form Results

Project

Decatur Bridge

Project URL

<https://dot.nebraska.gov/projects/future-projects/decaturo-bridge/>

Full Name

Jane Armstrong

Email

jarmstro77@gmail.com

Address

1352 East 14th street

City

Decatur

State

Nebraska

Zip

68020

Comment

The high bank south of the bridge is where our property is located (.64 acre). We purchased this land in 1991. It was then and probably still is the only land: 1-out of the flood plane 2- not on leased property 3-city sewer and water 4-on a paved road It would be very difficult, if not impossible to find a similar property. We have spent quite a bit of money hauling broken concrete to help stabilize the bank. Please do not consider the south .36, .4 and .64 options as

you will not be able to find similar properties for us and you will be destroying one of the nicest areas in Decatur.

How satisfied are you with this project?

Somewhat satisfied



Jim Pillen, Governor

November 8, 2024

Jane Armstrong
1352 East 14th Street
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Jane Armstrong,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

Potential hardships to residents and the Decatur community are being considered in the study.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

STP- 51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

RECEIVED

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

SEP 12 2024

Looks like most logical crossing is the blue line, 80' north of present bridge. Truckers and town folks are used to it there. Very little change.

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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:

Pat Ruge
PO Box 293
Decatur, NE 68020-0293

461 W. 10th St

City, State, Zip:

Phone: 712-259-5903

Email: arug@untc.net



Jim Pillen, Governor

November 8, 2024

Pat Ruge
PO Box 293
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Pat Ruge,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

STP-51-7(109) Decatur Bridge; CN 32395 **RECEIVED**

Please submit your written comments by September 16, 2024

SEP 12 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

We attended the meeting in Decatur which gave lots of information. This bridge is vital to the communities for traffic flow back & forth. The doctor offices, hospital and pharmacy are very important otherwise we will be a desert like western Nebraska.

Our suggestion is building next to old bridge like what was done on the Blair bridge or do to the south part of town for the minimum of issues. This is a small town with a traffic hub so if it will keep people here great otherwise some will just leave which is already a problem.

What is your overall satisfaction with the proposed project?

Very Dissatisfied

Somewhat Dissatisfied

Neutral

Somewhat Satisfied

Very Satisfied

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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)

Jim & Sylvia Thomas

Address:

1446 39 Road

City, State, Zip:

Decatur NE 68020

Phone:

Cell 712-259-3471

Email:

thomas-farms@outlook.com



Jim Pillen, Governor

November 8, 2024

Jim and Sylvia Thomas
1446 39 Road
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Jim and Sylvia Thomas,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge on an alignment either next to the existing bridge or south of Decatur. Potential hardships to residents and the Decatur community are being considered in the study.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

RECEIVED

SEP 13 2024

LEAVE THE BRIDGE IN DECATUR. I LIVE IN ONAWA AND
GO TO THE DECATUR SENIOR CENTER ALMOST EVERY DAY FOR LUNCH

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) DEAN HINKEL

Address: 1017 11th ST. APT. 306

City, State, Zip: ONAWA IA 51040

Phone: _____ Email: _____



Jim Pillen, Governor

November 8, 2024

Dean Hinkel
1017 11th St., Apt. 306
Onawa, IA 51040

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Dean Hinkel,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge on an alignment in Decatur.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

RECEIVED

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

SEP 13 2024

I was born & raised in Decatur. I moved away for college. Seven years ago my husband and I purchased my grandparents home & have been staying there every weekend - our intent is to retire there in the next 10 years, located in Decatur.

Changes to the bridge are clearly needed. Updates are necessary. For the Decatur community to continue to grow - it is imperative that the bridge approach remain on 7th Street. Bypassing Decatur would be a detriment to the village. Economically it will kill the few businesses we have that are already struggling in this economy.

I also wonder what impact we would see should we move to the Red, Light Blue or Purple routes. The main concern would be increased speed limit. As seen by the Wahoo bypass - this has been deadly for so many in their community.

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) Natalie Pounds
Address: 331 East 10th St
City, State, Zip: Decatur, NE 68020
Phone: 402 540 1816 Email: natsue87@nebr.com



Jim Pillen, Governor

November 8, 2024

Natalie Pounds
331 East 10th St
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Natalie Pounds,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge on an alignment that directly connects to 7th Street in Decatur. Potential hardships to residents and the Decatur community are being considered in the study. The speed limit on a new bridge and the connecting roadways in both Iowa and Nebraska would remain the same as it is today.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

STP-51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

RECEIVED

SEP 13 2024

I believe it's best to leave the current bridge in place while the new bridge is being built.

Location^{of} the new bridge, in my opinion, should be 80' N or 80' South.

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) Robert P. Sparks
Address: P.O. Box 198
City, State, Zip: Decatur, NE. 68020
Phone: 712-420-3140 Email: r/a



Jim Pillen, Governor

November 8, 2024

Robert P. Sparks
P.O. Box 198
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Robert P. Sparks,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment or south of the existing bridge on the orange alignment. If a new bridge is built off the existing alignment, the design team will consider alternatives that would keep the existing bridge open to traffic until the new crossing is complete.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: jpmohr13@gmail.com
Subject: Comment Inquiry for Decatur Bridge
Date: Saturday, September 14, 2024 4:18:56 PM

Form Results

Project

Decatur Bridge

Project URL

<https://dot.nebraska.gov/projects/future-projects/decatour-bridge/>

Full Name

Patricia Mohr

Email

jpmohr13@gmail.com

Address

1514 Riverview Dr

City

Decatur

State

Nebraska

Zip

68020

Comment

I am a current resident of Decatur and live just south of the bridge. I've got a gorgeous view of the Decatur bridge and would hate to lose it. I understand the need to replace the existing bridge to vehicle traffic. Wherever they put the new bridge I do hope they consider keeping the existing historical bridge and convert it into a pedestrian bridge. That being said, my first preference for the replacement would be 500' north of the existing bridge. Otherwise,

my second choice would be 80' on either side of the existing bridge.

Patty Mohr

How satisfied are you with this project?

Neutral



Jim Pillen, Governor

November 8, 2024

Patricia Mohr
1514 Riverview Dr.
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Patricia Mohr,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your order of preference to first build a new bridge 500 feet north of the existing bridge and second to build a new bridge just north or south of the existing bridge. The study team is considering rehabilitation of the Decatur Bridge along with other options. A solid deck, railings, lighting, and other improvements to support bike/pedestrian use would be needed that would add weight to the bridge. Another entity outside of either DOT would be required to take ownership of the bridge and would be required to maintain it. If a new bridge is built, the design team will consider alternatives that would keep the existing bridge open to traffic until a new crossing is complete.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: elarms59@yahoo.com
Subject: Comment Inquiry for Decatur Bridge
Date: Sunday, September 15, 2024 6:22:22 AM

Form Results

Project

Decatur Bridge

Project URL

<https://dot.nebraska.gov/projects/future-projects/decaturo-bridge/>

Full Name

Elmer Armstrong

Email

elarms59@yahoo.com

Address

1352 East 14th Street

City

Decatur

State

Nebraska

Zip

68020

Comment

Bridge should be built North, next to current bridge. A maximum of 2 homes would be needed for construction. Existing highway connections could be used. Other proposed routes would create dangerous highway crossings for residents of Decatur, with new bridge and surfacing, vehicle speeds will increase making crossing new highway risky. Our property is out of the floodplain with beautiful view and river access, all city utilities, we and our

neighbors would like to maintain our village valuation.

How satisfied are you with this project?

Somewhat dissatisfied



Jim Pillen, Governor

November 8, 2024

Elmer Armstrong
1352 East 14th Street
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Elmer Armstrong,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment. Your concerns that other proposed alignments could increase vehicular speeds, create new unsafe intersections and impact property valuations in Decatur will also be considered.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

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1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [Russ McCall](#)
To: [Fisher, Sarah](#)
Subject: replacement of Decatur NE bridge
Date: Sunday, September 15, 2024 10:40:42 PM

You don't often get email from mccalls@mccallauctions.com. [Learn why this is important](#)

We are landowners north of Decatur NE bridge. We have noticed that one of the location possibilities for the new bridge would interfere with our irrigation system on about 500 acres of bottom land. Placing a bridge there would definitely be a economic issue for us. The value of the land would also decrease. Please take this into consideration when making your decision.

We feel the best solution is to keep the new bridge near the existing bridge which would continue to benefit Decatur.

Thank you for the meetings in both Onawa and Decatur NE. It was very informative.

Russ & Loretta McCall
Decatur NE



Jim Pillen, Governor

November 8, 2024

Russ and Loretta McCall
PO Box 277
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Russ and Loretta McCall,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County Nebraska, and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, the NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your concern regarding potential impacts to your irrigated land north of Decatur. Your preference to build a new bridge either north of the existing bridge on the blue alignment or south of the existing bridge on the orange alignment will also be considered.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: ward223@reagan.com
Subject: Comment Inquiry for Decatur Bridge
Date: Monday, September 16, 2024 3:07:14 PM

Form Results

Project

Decatur Bridge

Project URL

<https://dot.nebraska.gov/projects/future-projects/decatur-bridge/>

Full Name

Cannie Harold Ward, Jr

Email

ward223@reagan.com

Address

1951 County Road 39

City

Decatur

State

Nebraska

Zip

68020

Comment

The meeting on August 29th in Decatur was very informative. I just want to emphasize that of all the possible alternatives presented, building a new bridge just north of the existing bridge (blue route) is by far the best. Thank you.

How satisfied are you with this project?

Somewhat satisfied



Jim Pillen, Governor

November 8, 2024

Cannie Harold Ward, Jr
1951 County Road 39
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Cannie Harold Ward, Jr,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge north of the existing bridge on the blue alignment.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

STP-51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

As a farmer who owns farms land along 175
near the project area I see first hand the amount
of traffic that uses the bridge. It would be a tragedy
to lose that connection between Iowa + Nebraska. The proposal
routes will not impact me personally but as a practical and
logistical matter to me the route that connects 175 directly
to Highway 51 seems the most logical.

Thanks for the info and the opportunity to comment.

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SEP 17 2024

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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 Hausman

Address: 24289 Filbert Ave

City, State, Zip: Onawa, Ia 51040

Phone: 712-420-2154 Email: dhausman@onawave.net



Jim Pillen, Governor

November 8, 2024

David Hausman
24299 Filbert Ave.
Onawa, IA 51040

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear David Hausman,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge on an alignment that connects IA-175 directly to N-51.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

STP- 51-7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

IT NEEDS TO BE REBUILT WHERE IT IS OR CLOSE
TOO. IT WITHIN 80 FEET

RECEIVED

SEP 17 2024

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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) JACK HUFFMAN
Address: 620 W 7TH ST
City, State, Zip: DECATUR NE 68020
Phone: 402 349 5159 Email: JACKHUFFMAN@TATCO



Jim Pillen, Governor

November 8, 2024

Jack Huffman
670 W 7th St
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Jack Huffman,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge in the same location or just north or south of the existing bridge.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

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1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

STP- 51- 7(109) Decatur Bridge; CN 32395

Please submit your written comments by September 16, 2024

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

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

We live in a small community and we depend on that bridge everyday. We use the businesses in Osawa, Ia, the hospital and the drug store. I feel if you move the bridge farther away will stop the traffic coming into town which will make us like a "ghost town". We do not want to lose the businesses that serve our community to other towns in the area. Why would anyone want to move ~~here~~ into our town, as it is we bus our kids to another town because we did not have enough kids in school. Just build the bridge on or beside the that exists now.

Thank You

RECEIVED

SEP 17 2024

The Nebraska Department of Transportation (NDOT), the Iowa Department of Transportation (Iowa DOT) 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)

Heleen K. Huppman

Address:

470 W. 7th St

City, State, Zip:

Decatur, NE 68020

Phone:

Email:



Jim Pillen, Governor

November 8, 2024

Helen K. Huffman
670 W 7th St.
Decatur, NE 68020

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Helen K. Huffman,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider your preference to build a new bridge in the same location or just north or south of the existing bridge. Potential hardships to residents and the Decatur community are being considered in the study.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

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

From: [Renteria, Mitchell G](#)
To: [Fisher, Sarah](#)
Cc: [Greiner, Matthew](#); [Hinz, Erika](#); [Trenne, Ben](#); [Pitts, Luke](#); [NGPC EnvReview](#); [Rolland, Ruby](#); [Stansberry, Brooke](#)
Subject: Decatur Bridge; STP-51-7(109); 2024-0002785; CN32395 USFWS Comments
Date: Tuesday, September 17, 2024 10:57:59 AM

You don't often get email from mitchell_reneria@fws.gov. [Learn why this is important](#)

Good Morning Sarah,

Based upon the provided materials for the Decatur Bridge (2024-0002785) Feasibility Study and August 29, 2024, Public meeting, the U.S. Fish and Wildlife Service (Service) is providing the following comments.

For consistency and streamlining, the Service would encourage this project to utilize the established processes and procedures that have been developed with the Federal Highway Administration and the Nebraska Department of Transportation per our agency Programmatic Agreement for ESA Section 7 consultation. These procedures include compliance with not only ESA, but also the Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, and the Fish and Wildlife Coordination Act. Utilizing these established procedures should assist the project in identifying species of concern potentially within the action area as well as other wildlife that may be impacted/or benefit from certain parts of the action. The Service can provide further comments once an assessment of impacts from the universe of alternatives have been discussed.

At this time, the Service would identify the largest impact potential to be in relation to suitable habitat removal that could affect listed bats or bats that have a potential to become listed by the time of construction as well as impacts to the pallid sturgeon due to in channel construction. Furthermore, removal of forested/grassland habitats could be of concern in relation to migratory birds under the Migratory Bird Treaty Act and therefore, should be addressed in consultation documents and the developing environmental assessment.

In relation to the universe of alternatives proposed in the August 29, 2024, public meeting and on the NDOT website, the Service recommends the selection of the best alternative that supports the purpose and need of the project, but also avoids and minimizes impacts to environmental resources to the greatest extent practicable including impacts to wetlands/water resources and threatened or endangered species. If unavoidable impacts are to occur, the standard process of compensation for such impacts should be assessed in coordination with the resource agencies.

The Service appreciates the opportunity to provide comments on this project. As further details or narrowing of the alternatives being carried forward occurs, the Service will be able to discuss and recommend avoidance and minimization measures more specifically for impacts to public trust resources including listed species and their habitats. Please continue to coordinate as new information becomes available.

Thank you and have a great day!

Mitch Renteria
Fish and Wildlife Biologist
Nebraska Field Office
U.S. Fish and Wildlife Service
9325 B South Alda Road
Wood River, Nebraska 68883
Cell: 720-930-8734
Office/Teams: 308-251-6848
Mitchell_Renteria@fws.gov

Duty Station:
Nebraska Department of Transportation
1500 Nebraska Parkway
Lincoln, Nebraska 68502



Jim Pillen, Governor

November 8, 2024

Mitch Renteria
Nebraska Field Office
U.S. Fish and Wildlife Service
9326 B South Alda Road
Wood River, NE 68883

RE: STP-51-7(109) Decatur Bridge; CN 32395

Dear Mitch Renteria,

The Nebraska Department of Transportation (NDOT) in partnership with the Iowa Department of Transportation (Iowa DOT), and the Federal Highway Administration (FHWA) appreciates your input concerning the proposed improvements to the existing crossing of Nebraska Highway 51 (N-51)/Iowa Highway 175 (IA-175) over the Missouri River commonly referred to as the Decatur Bridge in Burt County, Nebraska and Monona County, Iowa.

Based on the analysis conducted and in consideration of the input received from stakeholders and the public, NDOT and Iowa DOT have determined the purpose of the proposed action is to provide a resilient river crossing connecting Decatur, Nebraska/N-51 and Onawa, Iowa/IA-175 that maintains access to regional commerce, employment, education, health care, and recreation facilities; maintains accessibility to and by emergency services; and provides infrastructure to support current and future travel demand. The project is needed to maintain connectivity for Decatur and Onawa residents with services on both sides of the river, improve the infrastructure condition to address the existing bridge condition and design deficiencies and improve resiliency against flooding to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

The study team will consider alternatives that support the purpose and need of the project and avoid or minimize impacts to environmental resources as the study continues. As this is a federally aided project, this project will use the established processes and procedures that have been developed with FHWA and NDOT per the agency Programmatic Agreement for ESA Section 7 consultation.

Thank you for your participation. Your comments and feedback are appreciated.

Sincerely,

Sarah Fisher
Public Involvement Specialist
Nebraska Department of Transportation
402-479-3832
sarah.fisher@nebraska.gov

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
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PHONE 402-471-4567

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