WELCOME

Decatur Bridge

Public Information Open House Meeting
STP-51-7(109); CN 32395

PLEASE SIGN IN

U.S. Department of Transportation
Federal Highway Administration

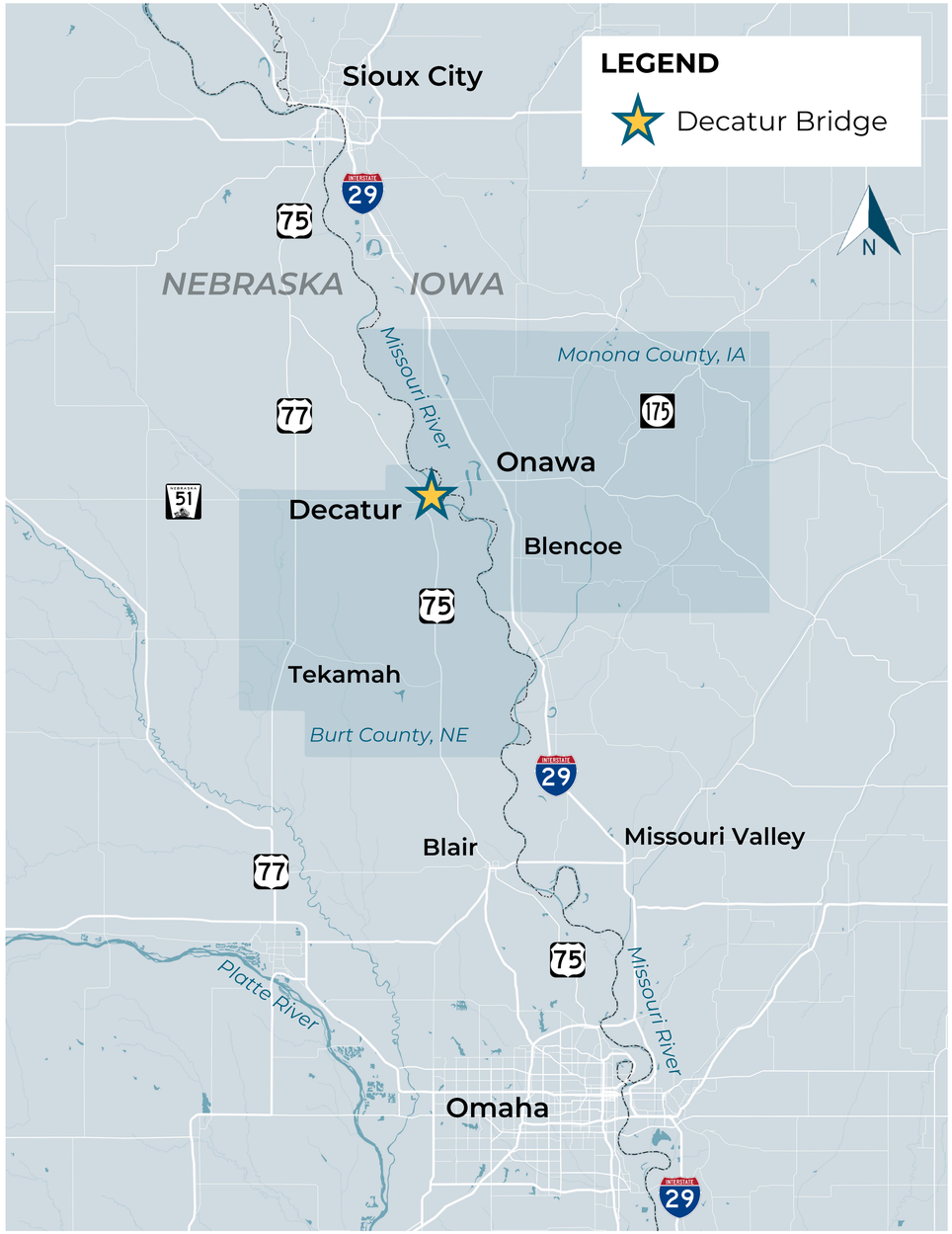
NEBRASKA DEPARTMENT OF TRANSPORTATION

IOWA | DOT

PROJECT DESCRIPTION & LOCATION

Decatur Bridge
STP-51-7(109); CN 32395

The proposed ***Decatur Bridge*** project would improve the Nebraska Highway 51 (N-51) / Iowa Highway 175 (IA-175) Missouri River crossing commonly referred to as the Decatur Bridge (S051 03644) in Burt County, Nebraska and Monona County, Iowa.



PRELIMINARY PURPOSE & NEED

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.

This project is needed to:

- **Maintain connectivity** for Decatur and Onawa area residents with services on both sides of the river. Past long-term crossing closures negatively affected jobs and the regional economy with crossing closures requiring more than 80 miles of adverse, out-of-direction travel.
- **Improve the infrastructure condition** to address the existing bridge condition and design deficiencies.
- **Improve resiliency against flooding** to address forecasted flood frequency and intensity, infrastructure stability and system reliability.

PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE

PERFORMANCE AREAS

Infrastructure	**Accessibility**	**Safety**
Resiliency	**Environment**	**Constructability**

Public Input

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HISTORIC PROPERTY

Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consider the effects of actions on **historic properties** that can include any prehistoric or historic district, site, building, structure, or object eligible for or already listed in the National Register of Historic Places (NRHP).

The Decatur Bridge was previously determined eligible for listing on the NRHP.

INITIAL BUILD ALTERNATIVES

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BROWN	New crossing approximately 1.35 miles north of existing crossing.
PINK	New crossing approximately 0.5 miles north of existing crossing.
YELLOW	New crossing approximately 500 feet north of existing crossing. (5th Street)
BLUE	New crossing approximately 80 feet north of the existing crossing.
GREEN	New bridge on the existing crossing alignment.
ORANGE	New crossing approximately 80 feet south of the existing crossing.
PURPLE	New crossing approximately 0.36 miles south of existing crossing. (13th Street)
LIGHT BLUE	New crossing approximately 0.4 miles south of existing crossing. (14th Street)
RED	New crossing approximately 0.64 miles south of existing crossing.

PRELIMINARY PLAN
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ALTERNATIVE SCREENING PROCESS

More options, less detail

Fewer options, more detail

PRELIMINARY PLAN
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UNIVERSE OF ALTERNATIVES PROJECT DEFINITIONS

TERM	PROJECT DEFINITION
TSM/TDM	Transportation System Management (TSM) is a set of low-cost strategies to enhance safety, reduce congestion, and improve traffic flow. Specific strategies include traffic signal synchronization, freeway operational improvements (e.g., changeable message signs, ramp metering), and incident management (e.g., clearing accidents and breakdowns quickly). Transportation Demand Management (TDM) includes managing or decreasing the demand for auto-related travel to increase the operating efficiency of transportation facilities. Managing or decreasing demand could be accomplished by providing mobility alternatives to using single-occupant vehicles (e.g., transit, carpool, vanpool, bicycle), incentives/disincentives to using single-occupant vehicles (e.g., congestion pricing, high-occupancy vehicle (HOV) lanes, travel time advantages for HOVs), alternative work environments (e.g., telecommuting and flex time), and parking management.
Alternate Modes	Alternate modes could include dedicated bus or rail transit, ferry system in lieu of a bridge crossing, or other alternative mode of transportation that could provide access, support continued mobility, and maintain connectivity across the river at or near the location of the existing Decatur Bridge crossing.
Use Other Crossing	At an appropriate time in the future, the existing Decatur Bridge crossing would be closed, and alternate routes would be designated to cross the river via the closest existing crossings at Sioux City, IA and at Blair, NE. This option would close the existing crossing at Decatur and remove portions of N-51 and IA-175 from the state highway system.
No Build	The existing crossing would remain in place, and regular and scheduled maintenance would continue to occur. At a point in the future when repairs and maintenance can no longer address the ongoing deterioration of the bridge, the crossing would be closed to traffic.
Rehab/Repair	The repair or rehabilitation of bridge components that would extend the useful life of the crossing. These could include minor to major repairs and/or replacement of components such as the deck, stringers, beams, truss components, foundations, etc.
Build	A new crossing and bridge structure would be built to provide continued access across the river either along the current alignment or at a new location. Connecting roadways would be included where needed.

EXISTING BRIDGE COMPONENTS

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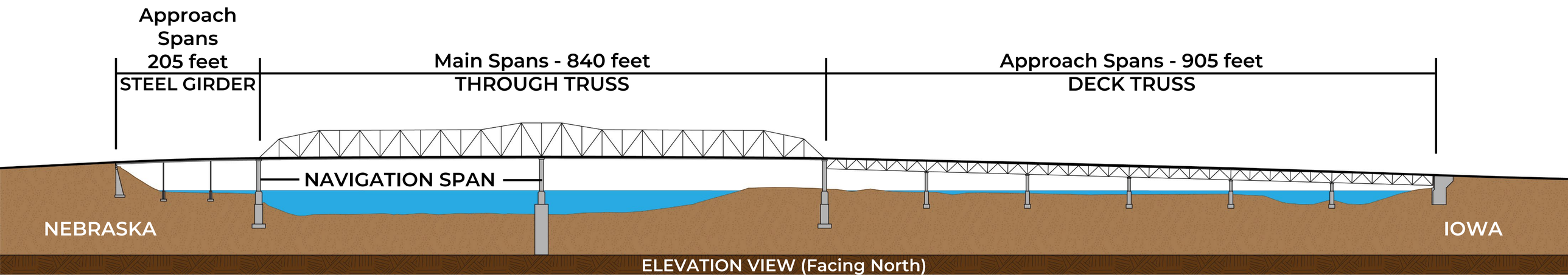
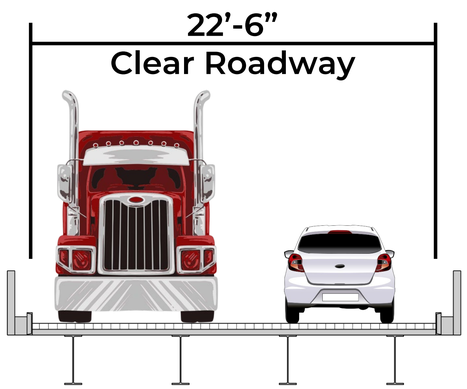
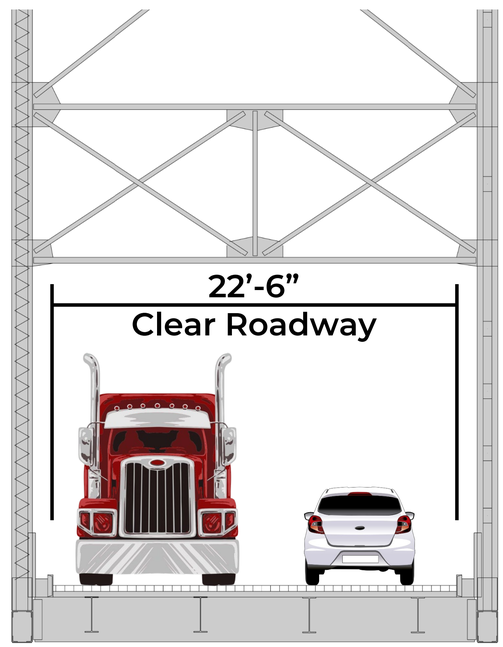
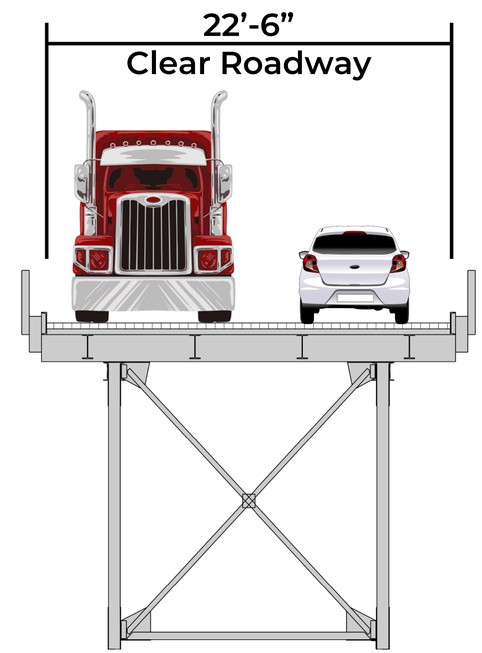




TYPICAL SECTION
NEBRASKA APPROACH
(STEEL GIRDER)



TYPICAL SECTION
MISSOURI RIVER BRIDGE (THROUGH TRUSS)



TYPICAL SECTION
IOWA APPROACH (DECK TRUSS)

TIMELINE

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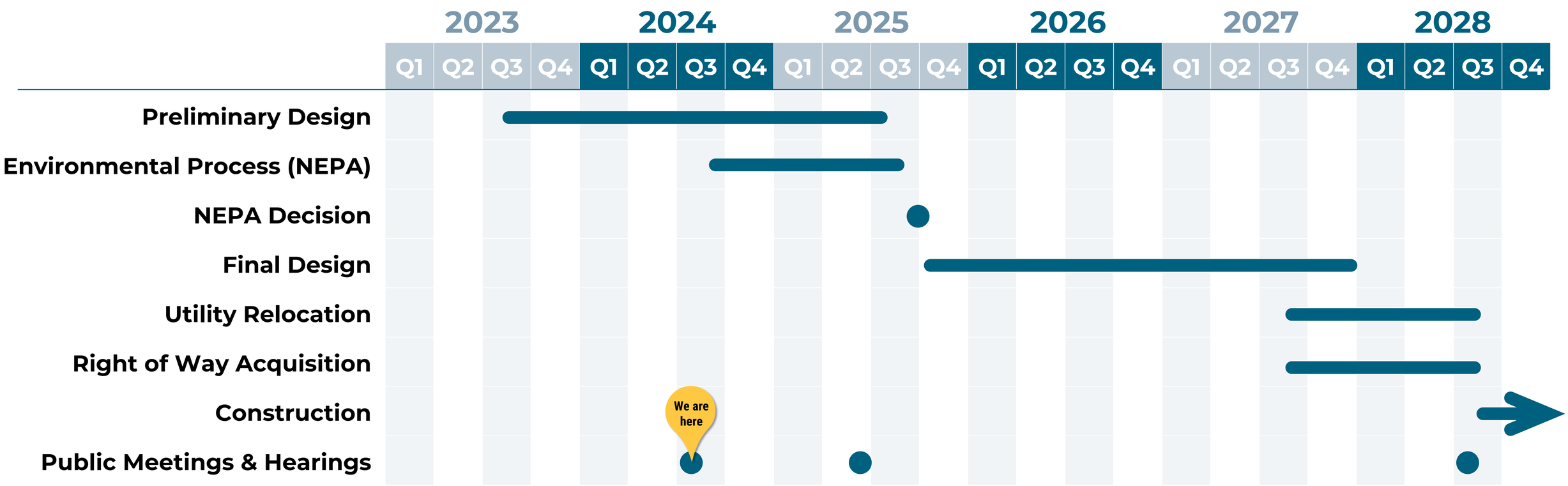
This project schedule is based on several assumptions and is subject to change based on the timing of agency approvals, etc.



PRELIMINARY PLAN
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NARRATED VIDEO PRESENTATION

The presentation is also available on the project website:

ndot.info/32395

SCAN ME!

ndot.info/32395

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WE WANT TO HEAR FROM YOU!

PROVIDE FEEDBACK:

Information regarding the proposed project will be available on the project website at **ndot.info/32395**.

Comments will be collected through **September 16, 2024,** and should be submitted to:

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sarah.fisher@nebraska.gov
(402) 479-3832

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