

Community Advisory Group Meeting #2 Summary Decatur Bridge

April 25, 2024

1-4 p.m.

Village of Decatur City Hall

913 S Broadway, Decatur, NE 68020

The second and final Community Advisory Group (CAG) meeting for phase one of the Decatur Bridge project was held at the Village of Decatur City Hall, 913 S Broadway, Decatur, Nebraska on Thursday, April 25, 2024, from 1-4 p.m. Twenty-one (21) CAG representatives attended. Invitations to participate were distributed by email to the project-established CAG which included nearly 30 community members representing a cross-section of local interests, representing both the Nebraska and Iowa sides of the study area. The meeting was held to share key findings from the community survey, to review the draft purpose and need, performance areas and typical sections, and to introduce initial alignments for input.



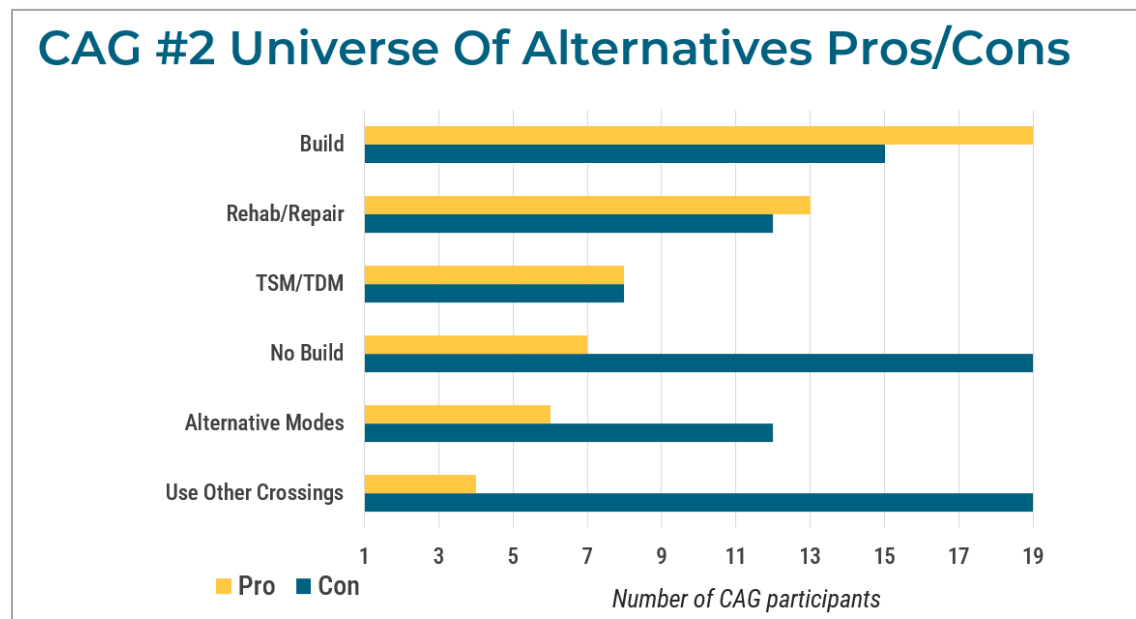
Photo of CAG members completing a worksheet during meeting #2.

CAG members in attendance included:

- Adam Hadden - Burgess Health Center Director of Public Health
- Ann Chytka - Burt County Highway Superintendent
- Brad Appleton - Blackbird Bend Casino CEO
- Charlie Persinger - Monona County Economic Development Partnership
- Dawne Price - Nebraska Indian Community College Dean of Student Services
- Don Warren - Village of Decatur
- Doug Chafa - Iowa Department of Natural Resources
- Jane Judt - Decatur Museum President
- Jenn Collison - Onawa Chamber of Commerce Director
- Judy Connealy - Future of Decatur Foundation
- Kevin Ewing - Monona County Sheriff's Office
- Lonnie Campbell - Mayor of Onawa
- Marilyn Andersen - Decatur Community
- Mark Siecke - Decatur Village Board Chair
- Matt Connealy - Future of Decatur Foundation
- Patrick Prorok - Monona County Emergency Management Coordinator
- Paul Richards - District 4 Burt County Supervisor
- Vince Phillips - Monona County Board of Supervisors
- Peggy Haeffner - Future of Decatur Foundation
- Wayne Hightree - Village of Decatur Board
- Jason Redding-Geu - Burt County EM

The project team presented the proposed draft purpose and need and facilitated a group 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.

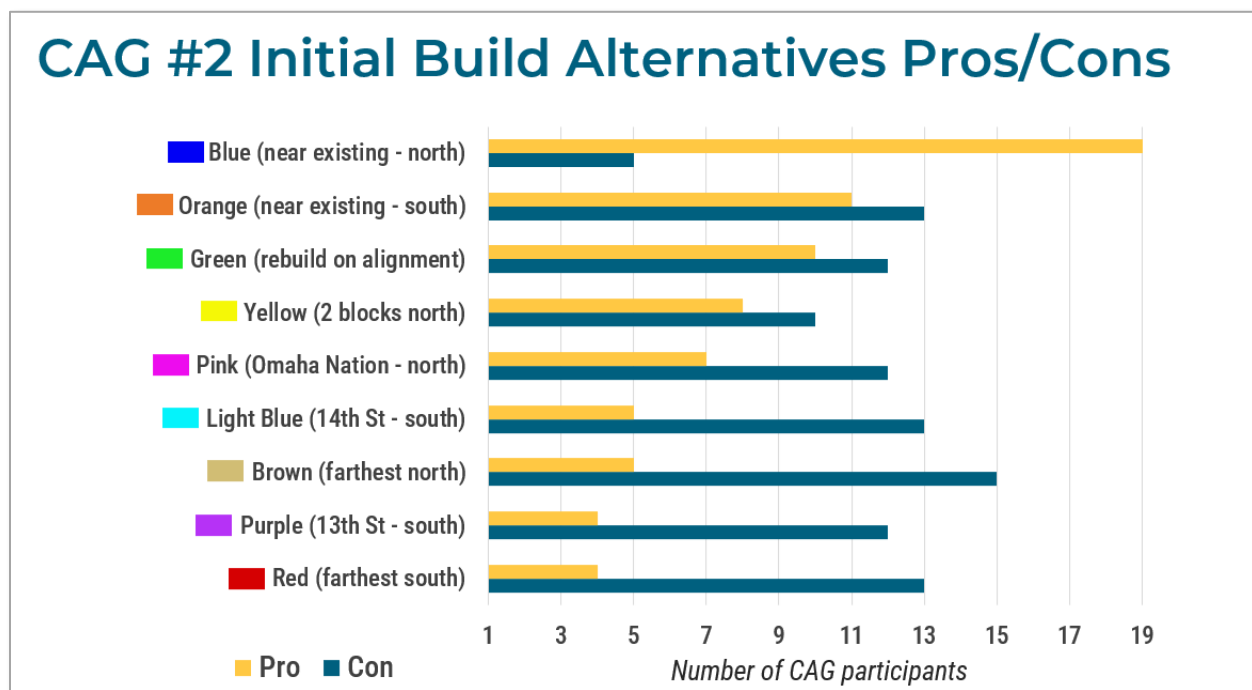
The following is a summary of the information collected from the worksheets.



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.

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 to 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 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 to 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 to wetlands and existing area recreational facilities.