

Kearney County, Nebraska

Including the Villages of Heartwell and Norman, Nebraska.



COUNTY COMPREHENISVE PLANNING PROGRAM - 2025.

**COMPREHENSIVE PLAN-UPDATE & ZONING &
SUBDIVISION REGULATIONS.**

Joseph Anderson, Zoning Administrator.

Prepared By:

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*COMPREHENSIVE PLANS & ZONING * HOUSING STUDIES *
DOWNTOWN, NEIGHBORHOOD & REDEVELOPMENT PLANNING *
CONSULTANTS FOR AFFORDABLE HOUSING DEVELOPMENTS**

**Lincoln, Nebraska* 402.464.5383 **

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APRIL, 2015

**KEARNEY COUNTY, NEBRASKA
COUNTY COMPREHENSIVE
PLANNING PROGRAM - 2025.
COMPREHENSIVE PLAN-UPDATE, & ZONING &
SUBDIVISION REGULATIONS.**

(Including the Villages of Heartwell & Norman, Nebraska.)

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This **Comprehensive Plan** was completed with guidance and direction from the **Kearney County Planning Commission**. The **Comprehensive Plan** was funded by the **Kearney County, Nebraska**.

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SECTION 1

The Kearney County Planning Process.

SECTION 1

THE KEARNEY COUNTY PLANNING PROCESS

THE COMPREHENSIVE PLAN

This **Comprehensive Plan-Update** was prepared as a guide to direct future growth and development opportunities in Kearney County and the Villages of Heartwell and Norman, during the 10-year planning period 2015 to 2025. The current Comprehensive Plan was completed in 2000.

The County has an ongoing One- and Six-Year Road Plan that outlines street and road maintenance programs. The County and Villages are also impacted by the State of Nebraska One- and Five-Year Road Plan, regarding the improvement of any State highway. The primary public facilities and services exist in the City of Minden, the County-Seat.

The focus of this **Comprehensive Plan-Update** concentrates on the potential for growth and development of the unincorporated, rural areas of Kearney County and identified Villages, in terms of ***“Goals & Policies,” “Population, Income, Economic & Housing Profile,” “Land Use Profile & Plan,” “Public Facilities, Utilities & Transportation” and the “Energy Element.”*** The intent of this **Comprehensive Plan-Update** is also to guide revisions to the Zoning and Subdivision Regulations, as needed, to achieve the specific goals and policies identified in the **Plan-Update**.

This **Comprehensive Plan-Update** is intended to provide policy guidance to enable the residents and elected officials of the County to make decisions based upon the consensus of the Planning Commission. Plan implementation methods should include incentives to stimulate private action consistent with the **Plan** and the use of Local, State and Federal programs for County-wide economic development activities.

The **Comprehensive Plan-Update** was prepared under the direction of the **Kearney County Planning Commission** and Planning Consultants, **Hanna:Keelan Associates, P.C.**, of Lincoln, Nebraska.

PLANNING PERIOD

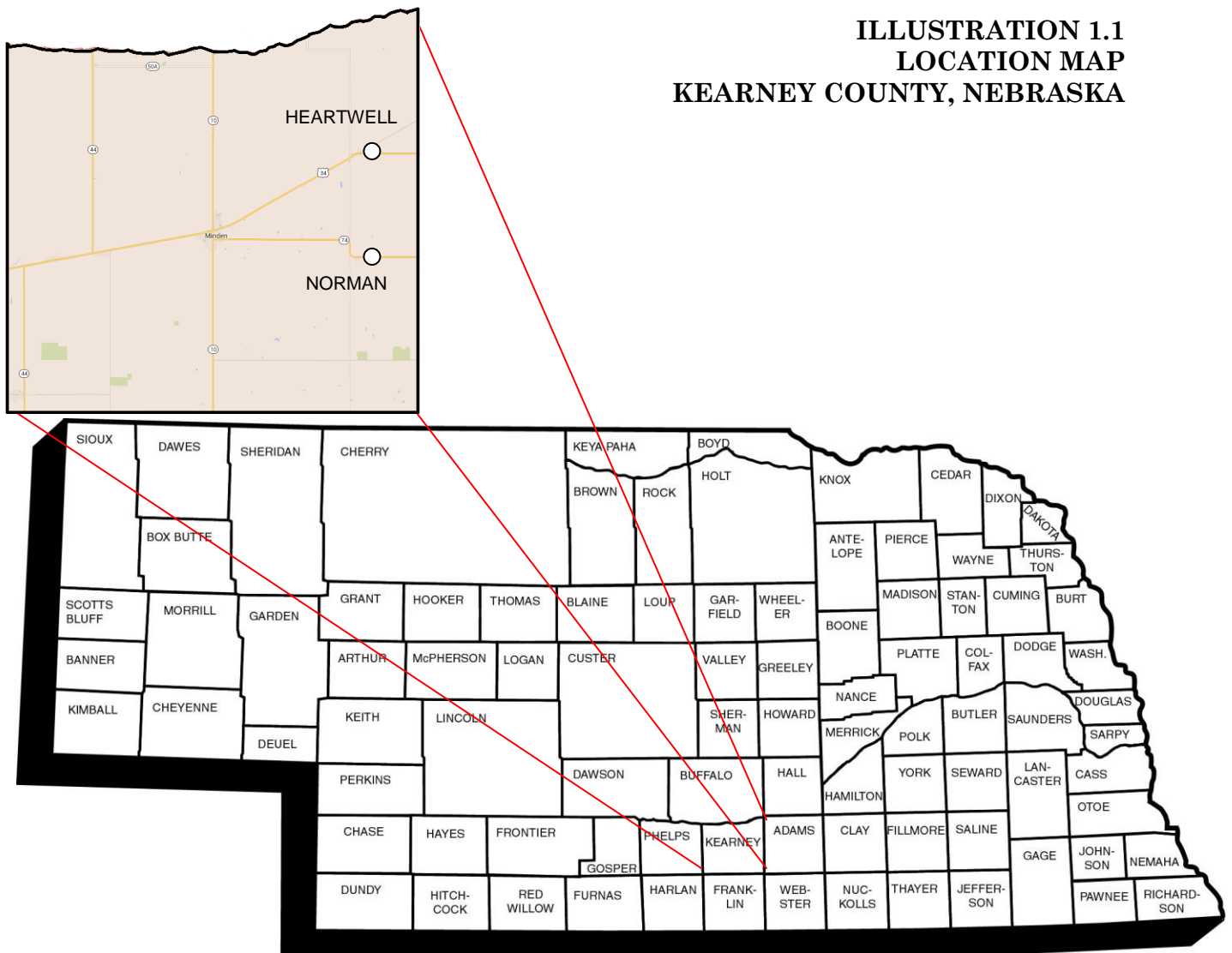
The planning time period for achieving the goals, programs and economic development activities identified in this **Comprehensive Plan-Update** for Kearney County and the Villages of Heartwell and Norman, Nebraska, is 10 years (2015-2025).

AUTHORITY TO PLAN

This **Comprehensive Plan-Update** for Kearney County and identified Villages is prepared under the Authority of Sections 19-916 to 19-927 and 23-114 to 23-174.10, Nebraska State Statutes 1943, as Amended.

AMENDMENT

The **Comprehensive Plan-Update** may be amended or updated as the need arises as provided in the Nebraska State Statutes.



**ILLUSTRATION 1.1
LOCATION MAP
KEARNEY COUNTY, NEBRASKA**

SECTION 2

Goals and Policies.

SECTION 2

GOALS AND POLICIES

INTRODUCTION

The **Comprehensive Plan** plays a major role in the future growth and sustainability of a county. Important components of this plan are specific **planning goals and policies**. Goals and policies provide local planners direction in the administration and overall implementation of the Plan. In essence, **Goals and Policies** are the most fundamental elements of the Plan; the premises upon which all other elements of the Plan must relate. The following Goals and Policies are to be in effect for the period of the **Kearney County Comprehensive Plan; 2015 to 2025**, including annual review.

Goals are broad statements, identifying the present state or condition of the planning area and what the area could or should evolve into during the planning period. Goals are established for the primary components of the Comprehensive Plan, including **land use, housing, economic development, public infrastructure, facilities and transportation and plan maintenance and implementation**. Goals are long term in nature and, in the case of those identified for this Comprehensive Plan, will be active throughout the 10-year planning period.

Policies help to further define the meaning of goals. In essence, Policies are recommendations for means by which goals can be accomplished. Policies, or often referred to as objectives, are sub-parts of a Goal and are accomplished in a much shorter time space.

The following **Goals and Policies** are the result of both qualitative and quantitative research conducted in association with the Comprehensive Plan. The **qualitative research** has included input received from the Kearney County Planning Commission.

GENERAL COUNTY GOALS

The first step in developing Goals and Policies for this Plan is the creation of **general County/Community goals**. These general goals "highlight" **important** elements of the Kearney County comprehensive planning process, as determined via the identification of "key" issues.

The following represents the general goals associated with the rural, unincorporated areas of Kearney County and the Communities of Norman and Heartwell.

- ❖ Strive to produce population increases for the next 10 years, through Community, housing and economic development activities.
- ❖ Actively market Kearney County growth opportunities to stabilize and increase population, broaden the economic base and expand employment opportunities.
- ❖ The future of Kearney County will greatly depend on the willingness of residents to accept changes in the population and economic structure and their willingness to be a part of the ongoing planning and implementation process of the County.
- ❖ Promote the **preservation of the agricultural industry**, including the diversification of crop developments. Historically, agriculture has been the primary income producing activity for rural Kearney County. This is anticipated to remain as such through the 10-year planning period 2015 - 2025.
- ❖ Preserve and protect the natural resources and living environs of Kearney County by controlling, and prohibiting in specific regions, large scale livestock/confinement facilities in areas deemed inappropriate for such activities.
- ❖ Programs of citizen participation should be fostered in rural Kearney County and the Villages of Norman and Heartwell, to maintain and improve the economic and social quality of life of each Community and the County as a whole.

- ❖ **Preserve and protect agriculture land for agricultural use** and encourage future (nonagricultural) developments to locate in close proximity to all Kearney County communities or at appropriate locations along hard surfaced transportation corridors.
- ❖ Monitor the consumption of energy by all sectors of the County and promote the implementation of alternative energy sources such as Wind, Solar, Geothermal, Biomass and Methane, to reduce the reliance on traditional fuel and energy sources.
- ❖ Establish a comprehensive “Tourism Program” to capitalize on Kearney County’s role in the historic expansion of the United States from the pioneer trails, Fort Kearney and the development of railroad and highway corridors through and beyond the County.
- ❖ Establish ordinances and resolutions in Heartwell, Norman and rural Kearney County dealing with excessive debris and dilapidated structures on properties throughout these areas.
- ❖ Continue to enforce zoning and subdivision regulations and the appropriate planning and zoning administration procedures to ensure the proper implementation of the Kearney County, Heartwell and Norman land use plans.
- ❖ Maintain and strengthen relationships between the County and each Community, to produce planning practices supportive of proper land usage, economic growth, housing, public facilities and services, transportation and recreation opportunities.
- ❖ Maintain and enforce zoning and subdivision regulations and the appropriate planning and zoning administration procedures to ensure the proper implementation of the Kearney County, Norman and Heartwell land use plans.

POPULATION

Goal 1- Maintain and increase the population base of rural Kearney County and the Villages of Norman and Heartwell at a rate acceptable to the vision of the citizenry.

Policies:

- 1.1 Plan for population growth during the next 10 years in rural Kearney County, an estimated increase of 38 persons between 2015 and 2025. The population base in both Norman and Heartwell will remain stable throughout the planning period with active in- and out-migration patterns.
- 1.2 Actively market the development potential of Kearney County, to support an increasing population, by broadening the economic base and expanding employment opportunities.

LAND USE

Goal 1- Provide opportunities for development in an orderly, efficient and environmentally sound manner.

Policies:

- 1.1 Ensure that ~~all areas for~~ future non-agricultural development in rural Kearney County, as well as the Villages of Norman and Heartwell, are equipped with adequate, modern utility systems.
- 1.2 Avoid developments that could result in the contamination of soils and ground water resources
- 1.3 Limit future non-agricultural developments to locations that are relatively free of environmental constraints relating to soils, slope, flood plain, drainage, ground water, endangered species or other natural resources.
- 1.4 Continue to implement zoning regulations that allow for livestock/confinement facilities in appropriate areas, via a special use permit process.

- 1.5 Provide for the use of alternative energy systems to supplement residential and business electric consumption in accordance with Nebraska State Statute 70-12, as amended August, 2009. Promote the use of Solar, Methane, Wind, Biomass and Geothermal energy systems on individual properties to supplement or sell excess energy produced to the local utility district, a process known as “Net Metering.”
- 1.6 Promote the development of Commercial Wind Energy Conversion Systems in appropriate areas by use of a special permit process, only.

Goal 2 - Maintain land use development patterns and densities in rural Kearney County, as well as the Villages of Norman and Heartwell, which conform to uniform planning standards.

Policies:

- 2.1 Maintain and follow a general Land Use Plan for the County and the Villages of Norman and Heartwell, which is based upon present conditions and the sound forecast of future needs.
- 2.2 Continue to implement the County land use plan that limits development of livestock/confinement facilities and operations from areas with sensitive soils conditions. Regions along the Platte River, as well as Sand Creek to the north and southeast of the Village of Norman, contain the highest concentration of sensitive soils conditions and flood prone areas.
- 2.3 Preserve and protect the irrigated and dry land crop production areas for continued agricultural uses. Groundwater protection and preservation of agricultural land uses should be emphasized.
- 2.4 Ensure that adequate open and recreational space is maintained in the County and each Community. Emphasize recreational opportunities associated with the Platte River corridor, Fort Kearney State Historical Park and Recreational Area and associated Hiker/Biker Trail, as well as the existing state park/recreation and wildlife areas.

- 2.5 Support the proposed “Big Bend – Trails Development Plan,” which is part of the “A Network of Discovery” – A Comprehensive Trails Plan for the State of Nebraska. The Big Bend Trail is planned to run along the south side of the Platte River, connecting to the Hiker Trails at the Fort Kearney State Historical Park and along Highway 10 from Minden to Interstate 80.
- 2.5 The County must continue to enforce zoning and other policies/regulations that will provide incentives for maintenance of agricultural lands for traditional agricultural uses.

Goal 3 - Maintain compatible adjacent land uses throughout the County and the Villages of Norman and Heartwell, through regulations suited to the unique characteristics and location of each use.

Policies:

- 3.1 Continue the annual review and modification process of zoning districts and regulations to encourage both development and redevelopment activities.
- 3.2 Facilitate the orderly development of residential uses that are environmentally sound, with regard to topography and soils capacity.
- 3.3 Target the planned development of residential structures in rural areas within the planning jurisdictions of Heartwell and Norman.
- 3.4 Encourage industrial and commercial development within and/or adjacent to the Communities of Kearney County or in areas allowing for compatible land uses and adequate access to transportation systems and utilities.

Goal 4 - Work cooperatively with Federal, State and adjoining County governments to develop compatible flood control measures.

Policies:

- 4.1 Continue the process of implementing State and local regulations protecting the environment from contamination or pollutants.
- 4.2 Require all developments to be consistent with flood plain requirements in flood prone areas.
- 4.3 Review and identify measures which limit or reduce flood hazards, control water run-off and enhance the quality of surface and ground water.

Goal 5 - Continue to provide opportunities and incentives for development that will encourage economic stability and strengthen the overall tax base in the County.

Policies:

- 5.1 Encourage the development of local businesses, when appropriate, at strategic locations along County highway corridors and within the one-mile planning jurisdictions of Heartwell and Norman.
- 5.2 Identify land uses to promote and complement the existing State recreation and wildlife management areas.

HOUSING

Goal 1- Provide access to a variety of safe, decent and affordable housing types in rural Kearney County and the Villages of Norman and Heartwell, especially for persons and agricultural families of low to moderate income.

Policies:

- 1.1 Improve on existing and develop new organizational relationships to improve housing conditions throughout Kearney County and the Villages of Norman and Heartwell, including but not limited to the South Central Economic Development District and the Community Action Partnership of Mid-Nebraska.
- 1.2 Continue to implement housing programs for the rehabilitation and/or removal of unsafe housing.

Goal 2 - Protect and preserve existing rental and owner occupied residential units.**Policies:**

- 2.1 Create an ongoing, County-wide housing rehabilitation program, to include both owner and renter housing units, by 2025.
- 2.2 Create a program to demolish substantially deteriorated dwellings within rural Kearney County and the Villages of Norman and Heartwell during the next 10 years, with emphasis on areas within close proximity to Kearney County Communities.
- 2.3 Identify and rehabilitate historically significant residences and other types of structures in rural Kearney County and the Villages of Norman and Heartwell.

Goal 3 – Encourage future residential developments, which are compatible with and complement existing residential areas and are located near or adjacent hard surfaced County roads or Highways.**Policies:**

- 3.1 Increase education and awareness for housing development throughout the County in areas not detrimental to agricultural activities.
- 3.2 Prohibit development of residential units in environmentally sensitive areas.

ECONOMIC DEVELOPMENT

Goal 1 - Continue to coordinate economic development efforts in Kearney County with area Communities.

Policies:

- 1.1 Encourage Community/County development activities that create permanent employment opportunities with competitive wages, especially for low- to moderate income persons and families.
- 1.2 Develop and actively pursue the implementation of a Kearney County Tourism Plan, to promote historical, recreational and educational uses throughout the County.
- 1.3 Develop a self-guided tour of historic buildings in Kearney County, utilizing the Nebraska Historic Buildings Survey of Kearney County.
- 1.4 Utilize both existing and develop new organizations for technical and financial assistance in support of economic development in Kearney County.

Goal 2 - Housing and public facility improvements coupled with economic development opportunities should be the foundation of community development programming and implementation in Kearney County.

Policies:

- 2.1 Direct community and economic development activities to address county-wide and regional residential and commercial needs.
- 2.2 Ensure that job creation is a recognizable issue of any economic development activity implemented in Kearney County Communities, with emphasis on low- to moderate income persons and families.

Goal 3 – Maximize economic opportunity for all residents, with emphasis on low- to moderate income persons and families.

Policies:

- 3.1 Support the expansion of the agricultural business industry in Kearney County.
- 3.2 Ensure that all economic development activities be consistent with the Comprehensive Plan.
- 3.3 Target new businesses and industries capable of producing competitive incomes for the residents of Kearney County.
- 3.4 Promote cooperative economic development activities between the Communities and rural areas of the County. Coordinate efforts through County economic development groups and the Chamber of Commerce in each of the communities.
- 3.5 Expand and develop the hospitality, tourism and recreational industries in Kearney County.

PUBLIC FACILITIES

Goal 1 - Plan, program and implement the most effective, safe and cost efficient infrastructure and public facilities systems throughout the rural county areas.

Policies:

- 1.1 Prepare and adopt an annual Capital Improvement Program or Plan, which is consistent with the goals and policies of the Comprehensive Plan.
- 1.2 Recognize the need for and improve on intergovernmental and regional cooperation to reduce duplication of public facilities and services.
- 1.3 Maintain modern design standards and continued policies for public infrastructure improvements throughout the rural areas of Kearney County and the Villages of Heartwell and Norman.

Goal 2 - Provide adequate, efficient and appropriate public utilities and services to both existing and future agricultural and residential areas.

Policies:

- 2.1 Maintain and improve existing public utilities and services on an as needed basis.
- 2.2 Provide facilities and services in rural Kearney County and the Villages of Heartwell and Norman, necessary to prevent degradation of the environment, including modern sewage treatment, refuse collection and disposal and similar environmental control processes as necessary. This includes the proper disposal of animal waste.
- 2.3 Ensure the rules and regulations governing safe drinking water and sewage treatment are adhered to.

Goal 3 - Provide for the equitable distribution of public facilities to meet the cultural, educational, social, recreational, safety and health needs of the County.

Policies:

- 3.1 Provide adequate public health, safety and crime prevention systems throughout the County.
- 3.2 Promote a social and cultural environment that provides an opportunity for all residents to experience, develop and share their values, abilities, ambitions and heritage.
- 3.3 Foster a public educational system capable of raising the County's overall educational level.
- 3.4 Develop and promote programs to educate the residents of Kearney County and visitors on the rich heritage and history of the region. Utilize current and future public and cultural facilities such as community libraries, Fort Kearney State Historical Park and Recreation Area, and the wildlife management areas.

- 3.5 Ensure the rules and regulations of the Americans with Disabilities Act are met at **all** public facilities.
- 3.6 Encourage the availability of all necessary services to youth and older adults in Kearney County.

TRANSPORTATION

Goal 1 - Provide a transportation system throughout the County and each community that enhances the safe and efficient movement of people, goods and services.

Policies:

- 1.1 Coordinate transportation systems with the planning and development of other elements of the County and each community, including other transportation means and public utilities and facilities.
- 1.2 Continue to develop County and Community road systems in accordance with the standard State of Nebraska functional street classifications.

PLAN MAINTENANCE AND IMPLEMENTATION

Goal 1 - Maintain and utilize the Comprehensive Plan as the primary tool for making decisions regarding the physical development of rural, unincorporated Kearney County and the Villages of Heartwell and Norman.

Policies:

- 1.1 Establish a review process for the Comprehensive Plan and associated Regulations, including Zoning and Subdivision Regulations.
- 1.2 Coordinate local groups and organizations to carry-out the Goals and Policies of this Comprehensive Plan.
- 1.3 Coordinate development and land use changes with local, County and State officials.

SECTION 3

**Population, Income, Economic
&
Housing Profile.**

SECTION 3

POPULATION, INCOME, ECONOMIC & HOUSING PROFILE

INTRODUCTION

Population, income, economic and housing trends in Kearney County serve as valuable indicators of future development needs and patterns for the County and provide a basis for the realistic projection of the future population. The quantity, location and density of demographic and housing features play an important role in shaping the details of various development plans to meet the County's needs.

The population trends & projections for the years 2000 through 2025 were studied and forecasted, utilizing a process of both trend analysis, U.S. Census population estimates and popular consent. **Kearney County is projected to increase in population during the next 10 years.** To meet this goal, the respective Communities will need to aggressively promote the development of a variety of housing types throughout the 10-year planning period in Kearney County.

GENERAL POPULATION TRENDS & PROJECTIONS

The analysis and projection of population are at the center of all planning decisions. This process assists in understanding important changes which have and will occur throughout the planning period.

Estimating population size is critical to a planning process. Further, projecting a county's population is extremely complex. Because projections are based on various assumptions about the future, projections must be carefully analyzed and continually re-evaluated due to an area's dynamic economic and social structure.

POPULATION

- ❖ **Tables 3.1 and 3.2 identify Census population estimates (2010-2013) and 10-year trends and projections for Kearney County and the Communities of Heartwell and Norman, from 2010 through 2025.** County population estimate identify a growing population for Kearney County and the Balance of County, while the Communities of Heartwell and Norman have stable populations.

Currently (2015), Kearney County and the Balance of County have estimated total populations of 6,562 and 2,370, respectively. Both the County and Balance of County are projected to increase in population during the next 10 years, to an estimated 6,613, or by 0.7 percent for Kearney County and an estimated 2,408, or by 1.6 percent for the Balance of County. Heartwell and Norman are projected to decrease in population, but remain stable by 2025.

TABLE 3.1
CENSUS POPULATION ESTIMATES
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2010-2013

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Kearney County:	6,489	6,562	6,509	6,548
Heartwell:	71	72	71	71
Norman:	43	43	43	43
Balance of County:	2,368	2,381	2,349	2,364

Source: 2010-2013 U.S. Census Estimates.
Hanna:Keelan Associates, P.C., 2015.

TABLE 3.2
POPULATION TRENDS AND PROJECTIONS
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2000-2025

	<u>2000</u>	<u>2010</u>	<u>2015</u>	<u>2025</u>	<u>% Change</u> <u>2015-2025</u>
Kearney County:	6,882	6,489	6,562	6,613	+0.7%
Heartwell:	80	71	71	68	-4.2%
Norman:	49	43	43	41	-4.6%
Balance of County:	2,733	2,368	2,370	2,408	+1.6%

Source: 2000, 2010 Census; 2010-2013 Census Estimates.
Hanna:Keelan Associates, P.C., 2015.

AGE DISTRIBUTION

- ❖ For planning purposes, the various cohorts of population are important indicators of the special needs of a community. The cohorts of age, sex and family structure can assist in determining potential labor force and the need for housing, public facilities and other important local services.

An analysis of age characteristics can be used to identify the potential need for public school, recreational areas and short- and long-term health care facilities.

- ❖ **Table 3.3** provides **age distribution** for Kearney County and the Communities of Heartwell and Norman, from 2000 to 2025. The County is projected to experience a net increase in population during the next 10 years of approximately 51 people. All population categories above 55 years are projected to experience population increases. This trend holds true for Heartwell, Norman and the Balance of County. The 55 to 64 age group is projected to experience the largest population increase in Kearney County, from 993 to 1,173, an estimated 180 people. The Balance of County 55+ population is projected to increase an estimated 116, or from 452 to 568.

In 2015, median age in Kearney County is projected to be 44.1 years. This median age is projected to increase to 47.9, or by 3.8 years by 2025. Median age is also projected to increase in Heartwell, Norman and the Balance of County.

TABLE 3.3
POPULATION AGE DISTRIBUTION
TRENDS & PROJECTIONS
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2000-2025

Kearney County

<u>age group</u>	<u>2000</u>	<u>2010</u>	<u>Change</u>	<u>2015</u>	<u>2025</u>	<u>Change</u>
19 and Under	1,987	1,714	-273	1,699	1,621	-78
20-34	1,066	925	-141	911	853	-58
35-54	2,041	1,782	-259	1,740	1,669	-71
55-64	641	881	+240	993	1,173	+180
65-74	542	565	+23	582	612	+30
75-84	399	412	+13	425	459	+34
85+	<u>206</u>	<u>210</u>	<u>+4</u>	<u>212</u>	<u>232</u>	<u>+20</u>
TOTALS	6,882	6,489	-393	6,562	6,613	+51
Median Age	38.7	43.3	+4.6	44.1	47.9	+3.8

Heartwell

<u>age group</u>	<u>2000</u>	<u>2010</u>	<u>Change</u>	<u>2015</u>	<u>2025</u>	<u>Change</u>
19 and Under	26	23	-3	22	20	-2
20-34	18	10	-8	10	8	-2
35-54	18	19	+1	19	18	-1
55-64	11	9	-2	8	8	+0
65-74	3	9	+6	10	13	+3
75-84	3	1	-2	1	1	+0
85+	<u>1</u>	<u>0</u>	<u>-1</u>	<u>0</u>	<u>0</u>	<u>+0</u>
TOTALS	80	71	-9	71	68	-3
Median Age	30.5	37.8	+7.3	38.8	41.2	+2.4

CONTINUED:

TABLE 3.3 (CONTINUED)
POPULATION AGE DISTRIBUTION
TRENDS & PROJECTIONS
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2000-2025

Norman

<u>age group</u>	<u>2000</u>	<u>2010</u>	<u>Change</u>	<u>2015</u>	<u>2025</u>	<u>Change</u>
19 and Under	12	11	-1	10	7	-3
20-34	7	2	-5	2	1	-1
35-54	17	17	+0	16	15	-1
55-64	4	4	+0	5	6	+1
65-74	5	3	-2	2	3	+1
75-84	3	4	+1	5	5	+0
85+	<u>1</u>	<u>2</u>	<u>+1</u>	<u>3</u>	<u>4</u>	<u>+1</u>
TOTALS	49	43	-6	43	41	-2
Median Age	39.4	48.3	+8.9	49.9	54.4	+4.5

Balance of County

<u>age group</u>	<u>2000</u>	<u>2010</u>	<u>Change</u>	<u>2015</u>	<u>2025</u>	<u>Change</u>
19 and Under	802	617	-185	589	533	-56
20-34	436	267	-169	250	197	-53
35-54	905	714	-191	687	659	-28
55-64	266	405	+139	452	568	+116
65-74	202	224	+22	241	265	+24
75-84	106	107	+1	112	130	+18
85+	<u>16</u>	<u>31</u>	<u>+15</u>	<u>39</u>	<u>56</u>	<u>+17</u>
TOTALS	2,733	2,365	-368	2,370	2,408	+38
Median Age	37.6	42.9	+5.3	43.6	47.2	+3.6

Source: 2000, 2010 Census

Hanna:Keelan Associates, P.C., 2015.

HOUSEHOLD CHARACTERISTICS

- ❖ **Table 3.4** identifies **specific household characteristics** of Kearney County, from 2000 to 2025. The number of households in the County is projected to increase by an estimated 74 households, from 2015 to 2025. The Balance of County is projected to increase an estimated 36 households, from 2015 to 2025. During the next 10 years, persons per household is projected to decrease, slightly, in Kearney County, Heartwell, Norman and the Balance of County.

Group quarters consist of living quarters that are not considered a household, such as dormitories, nursing care centers and correctional facilities. Currently, an estimated 75 group quarters exist in Kearney County, but none in Heartwell, Norman or the Balance of County.

TABLE 3.4
SPECIFIC HOUSEHOLD CHARACTERISTICS
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2000-2025

	<u>Year</u>	<u>Population</u>	<u>Group Quarters</u>	<u>Persons in Households</u>	<u>Households</u>	<u>Persons Per Household</u>
Kearney County:	2000	6,882	262	6,620	2,643	2.50
	2010	6,489	84	6,405	2,681	2.38
	2015	6,562	75	6,487	2,725	2.38
	2025	6,613	63	6,550	2,799	2.34
Heartwell:	2000	80	0	80	31	2.58
	2010	71	0	71	28	2.53
	2015	71	0	71	28	2.53
	2025	68	0	68	27	2.50
Norman:	2000	49	0	49	23	2.13
	2010	43	0	43	22	1.95
	2015	43	0	43	22	1.94
	2025	41	0	41	21	1.89
Balance of County:	2000	2,733	112	2,621	999	2.62
	2010	2,368	0	2,368	956	2.47
	2015	2,370	0	2,370	967	2.45
	2025	2,408	0	2,408	1,003	2.40

Source: 2000, 2010 Census.

Hanna:Keelan Associates, P.C., 2015.

HOUSEHOLD TENURE

- ❖ **Table 3.5** identifies **tenure by household** for Kearney County, from 2000 to 2025. The County is currently (2015) comprised of an estimated 2,725 households, consisting of 2,054 owner units and 671 renter households. By 2025, owner households will account for an estimated 75.8 percent of the total households in Kearney County, resulting in 2,121 owner households and 678 renter households.
- ❖ By 2025, an estimated 799 owner and 204 renter households are projected to exist in the Balance of County. The Communities of Heartwell and Norman will remain stable in their respective number of owner and renter households, through 2025.

TABLE 3.5
TENURE BY HOUSEHOLD
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2000-2025

	<u>Year</u>	<u>Total</u>	<u>Owner</u>		<u>Renter</u>	
		<u>Households</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Kearney County:	2000	2,643	1,963	74.3%	680	25.7%
	2010	2,681	2,016	75.1%	665	24.9%
	2015	2,725	2,054	75.4%	671	24.6%
	2025	2,799	2,121	75.8%	678	24.2%
Heartwell:	2000	31	24	77.4%	7	22.6%
	2010	28	22	78.5%	6	21.5%
	2015	28	22	78.5%	6	21.5%
	2025	27	21	77.7%	6	32.3%
Norman:	2000	23	21	91.3%	2	8.7%
	2010	22	22	100.0%	0	0.0%
	2015	22	22	100.0%	0	0.0%
	2025	21	21	100.0%	0	0.0%
Balance of County:	2000	999	715	71.6%	284	28.4%
	2010	956	741	77.5%	215	22.5%
	2015	967	757	78.3%	210	21.7%
	2025	1,003	799	79.7%	204	20.3%

Source: 2000, 2010 Census.

Hanna:Keelan Associates, P.C., 2015.

HOUSEHOLD TENURE

- ❖ **Table 3.6** identifies **households by household size** for Kearney County, as per the 2008-2012 American Community Survey. A majority of households in the County and the Balance of County consist of one and two persons.

TABLE 3.6
HOUSEHOLDS BY HOUSEHOLD SIZE
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2012 ESTIMATE*

	1	2	3	4	5	6	7+
	<u>Person</u>	<u>Persons</u>	<u>Persons</u>	<u>Persons</u>	<u>Persons</u>	<u>Persons</u>	<u>Persons</u>
Kearney County:	673	1,035	272	335	151	115	5
Heartwell:	8	8	9	3	13	5	0
Norman:	12	4	5	8	0	0	0
Balance of County:	163	411	45	114	85	71	2

*2012 Estimate subject to margin of error.

Source: 2008-2012 American Community Survey.

Hanna:Keelan Associates, P.C., 2015.

INCOME TRENDS & PROJECTIONS

MEDIAN HOUSEHOLD INCOME

- ❖ **Table 3.7** identifies **median household income** for Kearney County, Nebraska, from 2000 to 2025. Currently, median income in Kearney County was projected at \$57,148. Median income in the County is projected to increase by an estimated 21 percent to \$69,225, by 2025. Median income in the Balance of County and the Communities of Heartwell and Norman are also projected to increase during the next 10 years.

TABLE 3.7
AREA MEDIAN INCOME – TRENDS & PROJECTIONS
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2000-2025

	<u>2000</u>	<u>2012 Est.*</u>	<u>2015</u>	<u>2025</u>
Kearney County:	\$39,274	\$54,485	\$57,148	\$69,225
Heartwell:	\$35,714	\$55,000	\$57,430	\$67,642
Norman:	\$31,250	\$29,375	\$30,788	\$38,291
Balance of County:	\$44,638	\$59,383	\$63,655	\$73,616

*2012 Estimate Subject to margin of error.

NOTE: Four-Person Household, 100% Area Median Income - \$

Source: 2000 Census, 2008-2012 American Community Survey

Hanna:Keelan Associates, P.C., 2015.

PER CAPITA INCOME

- ❖ **Table 3.8** identifies **per capita income** for Kearney County and the State of Nebraska, from 2002 to 2025. Per capita income is equal to the gross income of an area (State, County, City, Village) divided equally between the residents of the area. In 2015, per capita income in Kearney County is an estimated \$58,770. By 2025, per capita income will increase in the County an estimated 18 percent, to \$69,375.

TABLE 3.8**PER CAPITA INCOME****KEARNEY COUNTY, NEBRASKA / STATE OF NEBRASKA****2002-2025**

	Kearney County		State of Nebraska	
<u>Year</u>	<u>Per Capita Income</u>	<u>Percent Change</u>	<u>Per Capita Income</u>	<u>Percent Change</u>
2002	\$28,040	--	\$30,314	--
2003	\$32,532	+16.0%	\$32,126	+6.0%
2004	\$33,374	+2.6%	\$33,265	+3.5%
2005	\$33,014	-1.0%	\$34,318	+3.2%
2006	\$31,633	-4.2%	\$35,679	+4.0%
2007	\$37,209	+17.6%	\$37,887	+6.2%
2008	\$44,942	+20.8%	\$40,396	+6.6%
2009	\$43,038	-4.2%	\$38,438	-4.8%
2010	\$45,122	+4.8%	\$39,445	+2.6%
2011	\$53,989	+19.6%	\$42,450	+7.6%
2015	\$58,770	+8.8%	\$47,738	+12.5%
2002-2015	\$28,040-\$58,770	+109.6%	\$28,598-\$47,738	+66.9%
2015-2025	\$58,770-\$69,375	+18.0%	\$47,738-\$58,379	+22.3%

Source: Bureau of Economic Analysis, Regional Economic Information System, 2015.
 Nebraska Department of Economic Development, 2015.
 Hanna:Keelan Associates, P.C., 2015.

SOCIAL SECURITY INCOME

- ❖ **Table 3.9** identifies the number of persons receiving **Social Security Income (SSI) and/or Supplemental Security Income** in Kearney County. A total of 1,270 persons received Social Security Income in Kearney County, in 2012. Of this total, 79.1 percent, or 1,005 persons were aged 65 or older.

TABLE 3.9
PERSONS RECEIVING SOCIAL SECURITY INCOME
KEARNEY COUNTY, NEBRASKA
2012

<u>Social Security Income-2012</u>	<u>Number of Beneficiaries</u>
<u>Retirement Benefits</u>	
Retired Workers	880
Wives & Husbands	70
Children	15
<u>Survivor Benefits</u>	
Widows & Widowers	110
Children	60
<u>Disability Benefits</u>	
Disabled Persons	110
Wives & Husbands	0
<u>Children</u>	<u>25</u>
TOTAL	1,270
<u>Aged 65 & Older</u>	
Men	425
<u>Women</u>	<u>580</u>
TOTAL	1,005
<u>Supplemental Security Income-2012</u>	<u>Number of Beneficiaries</u>
Aged 65 or Older	N/A
<u>Blind and Disabled</u>	<u>N/A</u>
TOTAL	N/A

N/A = Not Available.

Source: Department of Health and Human Services,
 Social Security Administration, 2015.
 Hanna:Keelan Associates, P.C., 2015.

EMPLOYMENT & ECONOMIC TRENDS

The most recent and comprehensive employment data available for Kearney County was obtained from the Nebraska Department of Labor. Since some of these figures are only available County-Wide, a review and analysis of Kearney County labor force statistics is also included to provide a general understanding of the economic activity occurring in and around the County.

EMPLOYMENT DATA

- ❖ **Table 3.10** identifies **employment data trends & projections** for Kearney County, Nebraska, from 2004 through 2025. In 2015, Kearney County is estimated to have 3,576 employed persons with an estimated unemployment rate of 2.9 percent. By 2025, employed persons in the County are estimated to increase by 66 persons, or by 1.8 percent. The unemployment rate is projected at approximately 2.7 percent.

TABLE 3.10
EMPLOYMENT DATA TRENDS AND PROJECTIONS
KEARNEY COUNTY, NEBRASKA
2004-2025

<u>Year</u>	<u>Number of Employed Persons</u>	<u>Change</u>	<u>Percent Unemployed</u>
2004	3,821	--	2.9%
2005	3,870	+49	2.9%
2006	3,795	+75	2.3%
2007	3,736	-59	2.2%
2008	3,739	+3	2.7%
2009	3,494	-245	3.9%
2010	3,549	+95	3.6%
2011	3,601	+52	2.5%
2012	3,568	-33	3.0%
2013	3,653	+85	2.5%
2015*	3,576	-77	2.9%
<u>2025</u>	<u>3,642</u>	<u>+66</u>	<u>2.7%</u>
2004-2025	3,821-3,642	-179	2.9%-2.7%

*Department of Labor Estimate: June, 2015.

Source: Nebraska Department of Labor, 2015.

Hanna:Keelan Associates, P.C., 2015.

TRAVEL TIME TO WORK

- ❖ **Table 3.11** illustrates the **travel time to work** for residents of Kearney County, in 2012. Approximately 2,041 (60 percent) of the employed residents of Kearney County traveled less than 20 minutes to work or worked at home, while approximately 801 residents traveled 30 minutes or more.

In rural Kearney County, approximately 612, or 57.7 percent of employed residents traveled less than 20 minutes to work or worked from home. A majority of Heartwell residents traveled less than 20 minutes to work, while a majority of Norman residents traveled 30 minutes or more.

TABLE 3.11
TRAVEL TIME TO WORK
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2012 ESTIMATE*

	9 Minutes or Less	10-19 Minutes	20-29 Minutes	30-39 Minutes	40 Minutes or More
Kearney County:	1,182	859	560	571	230
Heartwell:	6	33	7	42	2
Norman:	0	7	0	10	5
Balance of County:	209	403	208	181	60

*2012 Estimate subject to margin of error.

Source: 2008-2012 American Community Survey.

Hanna:Keelan Associates, P.C., 2015.

CIVILIAN LABOR FORCE

- ❖ **Table 3.12** identifies **workforce employment by type**, in Kearney County, Nebraska, from 2012 to 2014. Non-farm employment, in Kearney County, increased by an estimated 8.1 percent, from 2012 to 2014. The only employment sectors experiencing a decrease were the Federal Government and Professional & Business sectors. The largest increases were experienced in the Other Services, Natural Resources & Construction and Retail Trade sectors.

TABLE 3.12
WORKFORCE EMPLOYMENT BY TYPE
KEARNEY COUNTY, NEBRASKA
2012-2014

Workforce	2012	2013	2014	% Change 2012-2014
Non-Farm Employment (Wage and Salary)	2,085	2,201	2,254	+8.1%
Goods Producing	434	459	468	+7.8%
Manufacturing	317	358	327	+3.2%
Natural Resources & Const.**	116	101	141	+21.5%
Service Providing	1,651	1,742	1,786	+8.2%
Trade, Trans, Ware, Util***	353	372	415	+17.5%
Total Trade	323	333	382	+18.2%
Wholesale Trade	210	211	246	+17.1%
Retail Trade	114	122	136	+19.3%
Information	*	*	*	*
Financial Activities	86	81	96	+11.6%
Professional & Business	45	41	37	-17.8%
Education & Health	*	*	*	*
Leisure & Hospitality	129	130	135	+4.6%
Other Services	50	66	87	+74.0%
Total Government	497	537	503	+1.2%
Federal	31	23	30	-3.2%
State	14	13	14	+0.0%
Local	452	501	459	+1.5%

* Data not available because of disclosure suppression.

** Natural Resources & Construction.

*** Trade, Transportation, Warehousing & Utilities.

Source: Nebraska Department of Labor, Labor Market Information, 2015.

Hanna:Keelan Associates, P.C., 2015.

HOUSING STOCK & CONDITIONS

The **Housing Stock & Conditions** Section of this **Comprehensive Plan - Update** presents information that will assist in the determination of the housing demand for Kearney County, the Villages of Heartwell and Norman and the rural County. Included in this analysis is a review of the current housing stock, substandard housing, occupancy and vacancy status and the cost of housing.

HOUSING CONDITIONS, SUBSTANDARD HOUSING

- ❖ **Table 3.13** identifies **units in structure** for housing units in Kearney County, for 2000 and 2012. A total of 2,899 are estimated to currently exist in Kearney County, with a majority consisting of a single unit. The same majority holds true for the Balance of County and the Communities of Heartwell and Norman. The County, as a whole, and the Balance of County experienced an increase in “other” housing structures, which includes mobile homes, vans, RVs, etc.

TABLE 3.13
HOUSING STOCK PROFILE/UNITS IN STRUCTURE
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2000 & 2012 ESTIMATE*

		<u>Number of Units</u>				<u>Total</u>
		<u>1 unit</u>	<u>2-9 units</u>	<u>10+ units</u>	<u>Other**</u>	
Kearney County:	2000	2,505	112	14	215	2,846
	2012	2,440	76	87	296	2,899
Heartwell:	2000	36	0	0	2	38
	2012	53	3	0	1	57
Norman:	2000	20	0	0	5	25
	2012	22	0	0	7	29
Balance of County:	2000	951	6	0	121	1,078
	2012	923	12	0	155	1,090

*2012 Estimate subject to margin of error.

**Other includes mobile homes, vans, RVs, boats, etc.

Source: 2000 Census, 2008-2012 American Community Survey.
 Hanna:Keelan Associates, P.C., 2015.

HOUSING CONDITIONS, SUBSTANDARD HOUSING

- ❖ **Table 3.14** identifies **substandard housing** in Kearney County, in 2012. Substandard housing, as defined by HUD, as per the 2000 Census, included (1) housing units lacking complete plumbing and (2) housing units with 1.01+ persons per room. **Table 3.15** identifies the **general condition of housing**, in Kearney County and rural Kearney County, in 2000, as per this definition.
- ❖ **As of the 2008-2012 American Community Survey, in Kearney County, five housing units lacked complete plumbing, while 41 housing units were overcrowded. In the Balance of County, no housing units lacked complete plumbing while 22 housing units were overcrowded.**

TABLE 3.14
HOUSING STOCK PROFILE
DEFINING SUBSTANDARD HOUSING – HUD
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2012 ESTIMATE*

	Complete Plumbing			Lack of Complete Plumbing		Units with 1.01+ Persons per Room	
	<u>Total</u>	<u>Number</u>	<u>% of Total</u>	<u>Number</u>	<u>% of Total</u>	<u>Number</u>	<u>% of Total</u>
Kearney County:	2,586	2,581	99.8%	5	0.2%	41	1.6%
Heartwell:	48	43	89.6%	5	10.4%	5	10.4%
Norman:	29	29	100.0%	0	0.0%	0	0.0%
Balance of County:	891	891	100.0%	0	0.0%	22	2.5%

*2012 Estimate subject to margin of error.

Source: 2008-2012 American Community Survey.

Hanna:Keelan Associates, P.C., 2015.

HOUSING UNITS BUILT

- ❖ **Table 3.15, Page 3.17** profiles the **estimated housing units built** for Kearney County, as of 2012. An estimated 2,899 housing units exist in Kearney County for 2012, of which approximately 1,090 are located in the Balance of County. Approximately 33.4 percent of all housing units in Kearney County and 30.5 percent of all housing units in rural Kearney County were constructed on or prior to 1939.

TABLE 3.15
HOUSING STOCK PROFILE/YEAR STRUCTURE BUILT
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2012 ESTIMATE*

<u>Year</u>	<u>Kearney County</u>	<u>Heartwell</u>
2010 to 2012	12	0
2000 to 2009	122	0
1990 to 1999	287	1
1980 to 1989	256	0
1970 to 1979	524	3
1960 to 1969	322	15
1950 to 1959	284	0
1940 to 1949	123	10
<u>1939 or Before</u>	<u>969</u>	<u>28</u>
TOTAL EST. UNITS – 2015	2,899	57
% 1939 or Before	33.4%	49.1%
% 1959 or Before	47.4%	66.7%

<u>Year</u>	<u>Norman</u>	<u>Balance of County</u>
2010 to 2012	0	12
2000 to 2009	0	85
1990 to 1999	8	138
1980 to 1989	2	109
1970 to 1979	5	228
1960 to 1969	4	86
1950 to 1959	4	62
1940 to 1949	0	38
<u>1939 or Before</u>	<u>6</u>	<u>332</u>
TOTAL EST. UNITS – 2015	29	1,090
% 1939 or Before	20.6%	30.5%
% 1959 or Before	34.5%	39.6%

N/A = Not Available.

*2012 Estimate subject to margin of error.

Source: 2008-2012 American Community Survey;

Hanna:Keelan Associates, P.C., 2015.

OWNER & RENTER HOUSING COSTS

The cost of housing in any county or community is influenced by many factors, primarily the cost of construction, availability of land and infrastructure and, lastly, the organizational capacity of the County and Communities to tie these housing opportunities into an applicable format and secure the appropriate resources. Kearney County is challenged to organize needed resources to meet the needs of their residents, including both financial, as well as, organizational resources. A continued effort to upgrade wages, at both existing and new employment settings, should be a top priority.

GROSS RENT & HOUSING VALUE

- ❖ **Table 3.16, Page 3.19**, identifies **gross rent** for Kearney County, Nebraska, from 2000 to 2025. In 2015, the estimated median gross rent for Kearney County is \$639. The estimated median gross rent, in Kearney County, is expected to increase by an estimated 16.4 percent, to \$744, by 2025. Median gross rent is also projected to increase in Heartwell and the Balance of County.
- ❖ **Table 3.17, Page 3.20**, identifies **owner occupied housing values** for Kearney County, from 2000 to 2025. The median housing value, in Kearney County, estimated to be \$101,600 for 2015, will increase by an estimated 24.4 percent, to \$126,400, by 2025. Housing values are projected to increase in the Balance of County and the Communities of Heartwell and Norman.

TABLE 3.16
GROSS RENT
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2000-2025

		<u>Less than \$300</u>	<u>\$300 to \$499</u>	<u>\$500 to \$699</u>	<u>\$700 or More</u>	<u>Total</u>
Kearney County:	2000	185	247	158	29	619
	2000 Median Rent	\$453				
	2012 Est.*	120	99	187	160	566
	2012 Med. Rent*	\$595				
	2015	\$639				
	2025	\$744				
Heartwell:	2000	3	6	0	0	9
	2000 Median Rent	\$413				
	2012 Est.*	0	0	7	17	24
	2012 Med. Rent*	\$715				
	2015	\$728				
	2025	\$795				
Norman:	2000	3	0	0	0	3
	2000 Median Rent	\$0				
	2012 Est.*	0	0	0	0	0
	2012 Med. Rent*	\$0				
	2015	\$0				
	2025	\$0				
Balance of County:	2000	108	60	47	12	227
	2000 Median Rent	\$330				
	2012 Est.*	85	10	29	30	154
	2012 Med. Rent*	\$341				
	2015	\$348				
	2025	\$372				

*2012 Estimate subject to margin of error.

Source: 2008-2012 American Community Survey.

Hanna:Keelan Associates, P.C., 2015.

TABLE 3.17
OWNER OCCUPIED HOUSING VALUE
KEARNEY COUNTY & COMMUNITIES, NEBRASKA
2000-2025

		Less than \$50,000	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or More	Total
Kearney County:	2000	331	739	296	95	61	1,522
	2000 Med. Val.	\$77,600					
	2012*	341	687	455	234	303	2,020
	2012 Med. Val.*	\$98,700					
	2015	\$101,600					
	2025	\$126,400					
Heartwell:	2000	21	0	0	0	0	21
	2000 Med. Val.	\$30,800					
	2012*	14	10	0	0	0	24
	2012 Med. Val.*	\$35,000					
	2015	\$37,100					
	2025	\$42,900					
Norman:	2000	13	2	0	0	0	15
	2000 Med. Val.	\$15,600					
	2012*	12	3	14	0	0	29
	2012 Med. Val.*	\$58,300					
	2015	\$60,200					
	2025	\$65,800					
Balance of County:	2000	51	125	114	45	32	367
	2000 Med. Val.	\$103,300					
	2012*	99	118	163	114	243	737
	2012 Med. Val.*	\$146,500					
	2015	\$151,200					
	2025	\$178,600					

*2012 Estimate subject to margin of error.

Source: 2008-2012 American Community Survey.

Hanna:Keelan Associates, P.C., 2015.

SECTION 4

Land Use Profile & Plan.

SECTION 4

LAND USE PROFILE & PLAN

INTRODUCTION

The following Section is an update to the **Land Use Plan** presented in the **2000 Kearney County Comprehensive Plan**. Detailed components from the original Plan associated with the natural environment, including soils, watersheds, wetlands and ground water for the Planning Jurisdiction remain in the same configurations. This **Update** focuses on the analysis of existing and future land uses.

DEVELOPMENT ISSUES

The objective of the **2000 Comprehensive Plan** was to protect agricultural lands for agricultural use and, where appropriate, provide for the potential development of intensive agricultural uses and/or non-farm rural dwellings. The consensus of the Kearney County Planning Commission was that the future of the County was reliant on both of these issues for continued economic prosperity. The Challenge was to balance agricultural expansion with rural residential development.

The Kearney County Planning Commission wanted to evaluate the effectiveness of the **2000-2010 Land Use Plan**. The original Plan was developed to preserve and protect the sensitive lands associated with the Platte River corridor along the northern border of the County, and Sand Creek in the east-central portion of the County. The Commission also chose to limit non-farm rural dwellings from developing in concentrated agricultural production areas in the southern two-thirds of Kearney County. These priorities were addressed by promoting higher residential densities in the one-mile planning jurisdictions of Kearney County Communities, specifically within the Corporate Limits of Heartwell and Norman. This would allow for the potential expansion of existing or development of new intensive agricultural and livestock confinement facilities in the undeveloped, rural portions of the County. By examining development trends between 2000 and 2014, the Planning Commission would be able to determine if revisions were needed to the **2015-2025 Land Use Plan**.

The focus of the planning process for this **Comprehensive Plan-Update** was to determine if the provisions of the **2000 Land Use Plan** were successful in preventing the encroachment of incompatible uses within agricultural production areas.

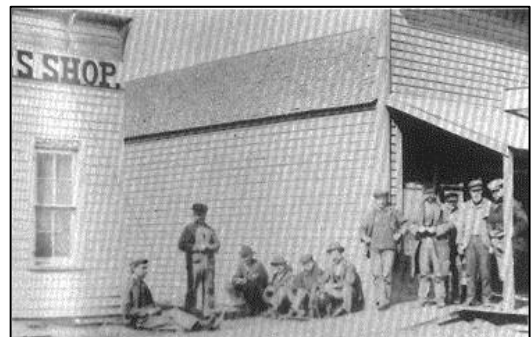
The 2015 evaluation of population (**Section 3**) is based upon the 2000 and 2010 Censuses, the 2008-2012 American Community Survey and information obtained from State and Federal sources. The total Kearney County population, from 2000 to 2010, declined from 6,882 to 6,489, or by 393. The trend of declining population occurred throughout rural Kearney County and the Villages of Heartwell and Norman. Population projections, from 2015 to 2025, identify a population increase for the County and Balance of County. The Communities of Heartwell and Norman are projected to decrease, slightly, but remain stable, through 2025.

The **2000-2010 Comprehensive Plan** established goals and supported zoning regulations that were intended to guide the development of rural dwellings. The **Land Use Plan** and **Zoning Regulations** were also developed to guide non-farm rural dwellings to locate within the Planning Jurisdictions of Kearney County Communities.

A review of Census information pertaining to the Housing Stock Profile, between 2000 and 2012, indicate that 97 houses were constructed in rural Kearney County. Further examination within this **Comprehensive Plan-Update** indicates the majority of the new houses were built on family owned farm land, rather than in rural subdivisions.



Village of Heartwell, circa 1920



Village of Norman, late 1800s

EXISTING LAND USE ANALYSIS

The **Existing Land Use Map, Illustration 4.1**, serves as the basis for establishing the new **Land Use Plan**. The **Existing Land Use Map** highlights the impact of concentrations of rural dwellings and intensive agricultural facilities and production areas throughout the County. The impact of residential development on the production of crops and the raising of livestock can be evaluated by the Nebraska Agricultural Census for Kearney County.

EXISTING LAND USES

As identified in the **Existing Land Use Map**, the most prolific rural land use in Kearney County is irrigated cropland, which is generally situated in the west half of the County and in a narrow band along the southern banks of the Platte River. Dry land crop production is concentrated in areas throughout the eastern portion of the County.

♦ **RURAL RESIDENTIAL DEVELOPMENT**

The **Existing Land Use Map, Illustration 4.1**, indicates rural dwellings are generally located throughout the County, but are also congregated in larger numbers in close proximity to the municipalities of Kearney County. Residential subdivisions exist along hard surfaced highway corridors in the northern portion of the County. Development is more limited in the western portion of the County, where the topography and terrain are much more restrictive to agricultural crop production.

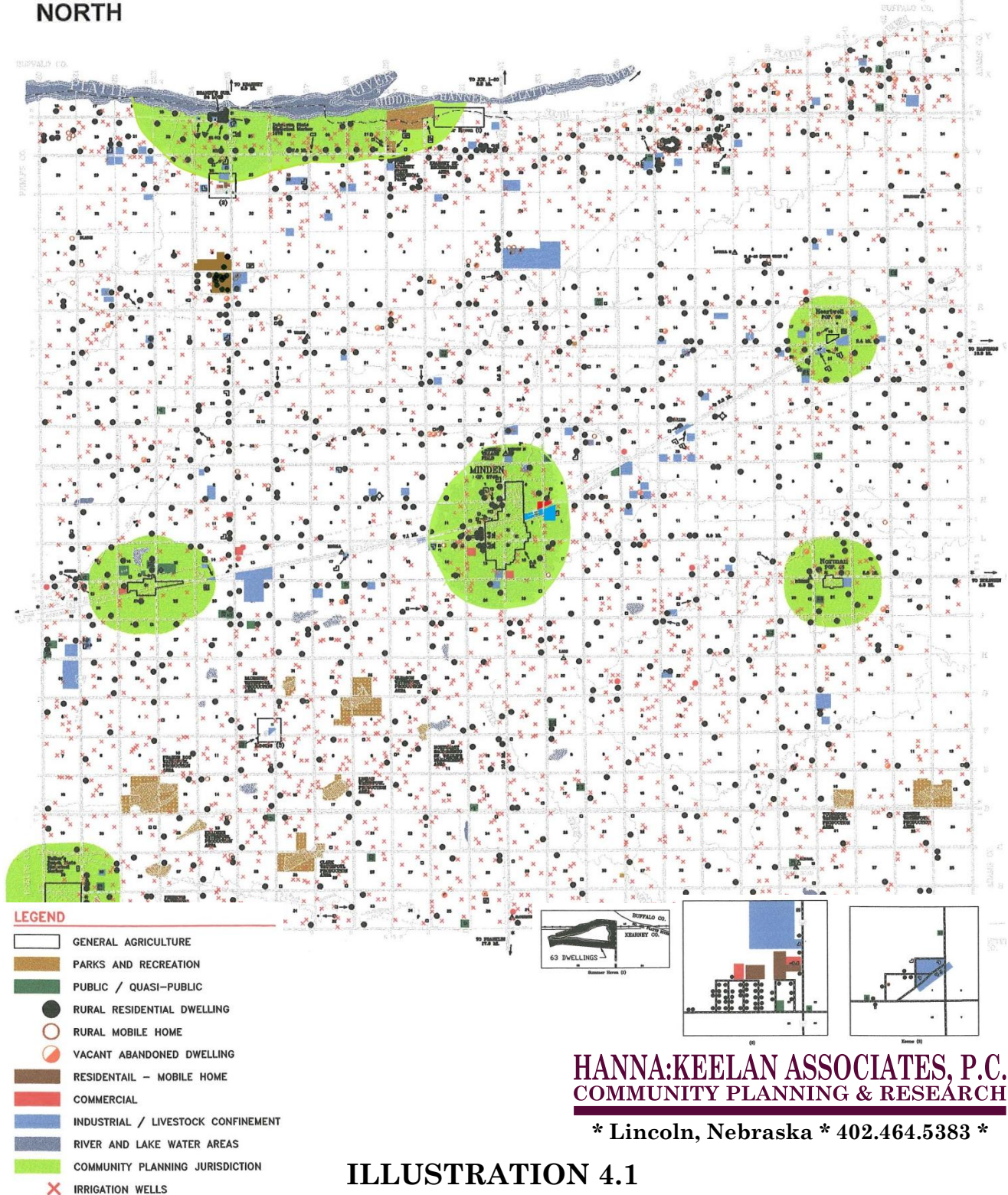
Throughout the initial phases of this **Comprehensive Plan-Update**, the Kearney County Planning Commission addressed incentives put in place through the **2000-2010 Comprehensive Plan** in terms of how the County can be successful in attracting non-farm single family dwellings to be constructed within targeted rural residential areas.

The updated **Existing Land Use Map** illustrates that there was a growing trend for non-farm single family dwellings to be attracted to hard surfaced Highway corridors in the northern portion of the County. Additionally, new houses constructed in the agricultural production areas of the County were relatives of farmers in these areas that wanted to build new homes on or near the “family” farming operations.



EXISTING LAND USE MAP

KEARNEY COUNTY, NEBRASKA



- ♦ **PUBLIC AND RECREATIONAL USES.**

Public/quasi-public land uses, such as churches, cemeteries and rural utility substations are scattered throughout Kearney County. **Rural parks and recreation land uses** include Awarii Dunes Golf Course, Fort Kearney State Historic Park and Fort Kearney State Recreational Area.

Several Waterfowl Production Areas are concentrated in the southwestern portion of the County, within natural wetlands and man-made ponds. Only a few Wildlife Management Areas, such as the Northeast Sacramento State Recreation Area, exist in Kearney County.

- ♦ **COMMERCIAL AND INDUSTRIAL USES.**

Commercial and industrial land uses are generally located in the designated Planning Jurisdictions of Kearney County Communities. The one industrial facility in the rural County is the ethanol facility between Axtell and Minden at the intersection of Highways 6/34 and 44. Rural livestock facilities are identified as “intensive agricultural” uses on the **Existing Land Use Map** and are located throughout the County.



Ethanol Facility, junction of Highways 6/34 and 44

AGRICULTURAL PRODUCTION STATISTICS

NUMBER AND SIZE OF FARMS

The development of new, smaller scale, farms and decline of existing large scale farms has been the trend in Kearney County over the last 10 years. Statistics included in the Nebraska Census of Agriculture are released every five years; the latest being 2012.

The number and size of farms, identified in **Table 4.1**, indicates that the number farms in the “1 to 9”, “10 to 49” acre categories increased by 23 farms during the 10 year period, while the remaining categories declined by a combined total of 91 farms. Overall, the total number of farms declined by 16.5 percent, or by 68 farms. The average farm size has increased by 50 acres, from 804 acres in 2002 to 854 acres as of 2012. The decline in total crop land between 2002 and 2012 in contrast to the overall decline of 68 total farms, leads to the conclusion that farms in Kearney County are consolidating and growing in size.

TABLE 4.1
FARMS BY SIZE
KEARNEY COUNTY, NEBRASKA
2002 – 2012

Size	2002	2007	2012	% Change 2002 - 2007	% Change 2002 - 2012
1 to 9 Acres	11	23	25	+109.1%	+127.3%
10 to 49 Acres	18	27	27	+50.0%	+50.0%
50 to 179 Acres	52	52	47	0.0%	-9.6%
180 to 499 Acres	83	65	52	-21.7%	-37.4%
500 to 999 Acres	119	84	79	-29.4%	-33.6%
1,000 to Acres or More	129	130	114	+0.8%	-11.6%
Total Farms	412	381	344	-7.5%	-16.5%
Total Crop Land	280,460	272,177	242,767	-3.0%	-13.4%
Land in Farms	331,283	324,218	293,608	-2.1%	-11.4%
Average Farm Size	804	851	854	+5.9%	+6.2%
Median Farm Size	702	657	640	-6.4%	-8.8%

Source: Nebraska Census of Agriculture, 2002, 2007 & 2012.
Hanna:Keelan Associates, P.C., 2015

CROP PRODUCTION TRENDS

Table 4.2 identifies the **status of crop production** in Kearney County from 2002 to 2012, while **Illustration 4.2** depicts Land Use by a comparison of irrigated to non-irrigated crop production. The total number of farms that harvested crops decreased by 74, or 20.2 percent from 2002 to 2012.

During the period 2002 to 2012, the number of farms with irrigated cropland decreased by 20.8 percent, or by 67. Total acres of irrigated cropland decreased by 21,291 acres, or 9.9 percent. This trend indicates that farms with irrigated crop lands are increasing in size in spite of their total number of farms declining.

TABLE 4.2
STATUS OF CROP PRODUCTION
KEARNEY COUNTY, NEBRASKA
2002 – 2012

	<u>2002</u>	<u>2007</u>	<u>2012</u>	<u>% Change</u> <u>2002 - 2007</u>	<u>% Change</u> <u>2002 - 2012</u>
<i>HARVESTED CROP LAND</i>					
Farms	367	319	293	-13.1%	-20.2%
Acres	263,304	258,853	238,034	-1.7%	-9.6%
<i>IRRIGATED CROP LAND</i>					
Farms	322	283	255	-12.1%	-20.8%
<u>Acres</u>	<u>215,838</u>	<u>215,336</u>	<u>194,547</u>	<u>-0.2%</u>	<u>-9.9%</u>
<i>TOTAL CROP LAND</i>					
Farms	383	337	304	-12.0%	-20.6%
Acres	280,460	272,177	242,767	-3.0%	-13.4%

Source: Nebraska Census of Agriculture, 2002, 2007 & 2012.

Hanna:Keelan Associates, P.C., 2015.



EXISTING CROP PRODUCTION MAP

KEARNEY COUNTY, NEBRASKA

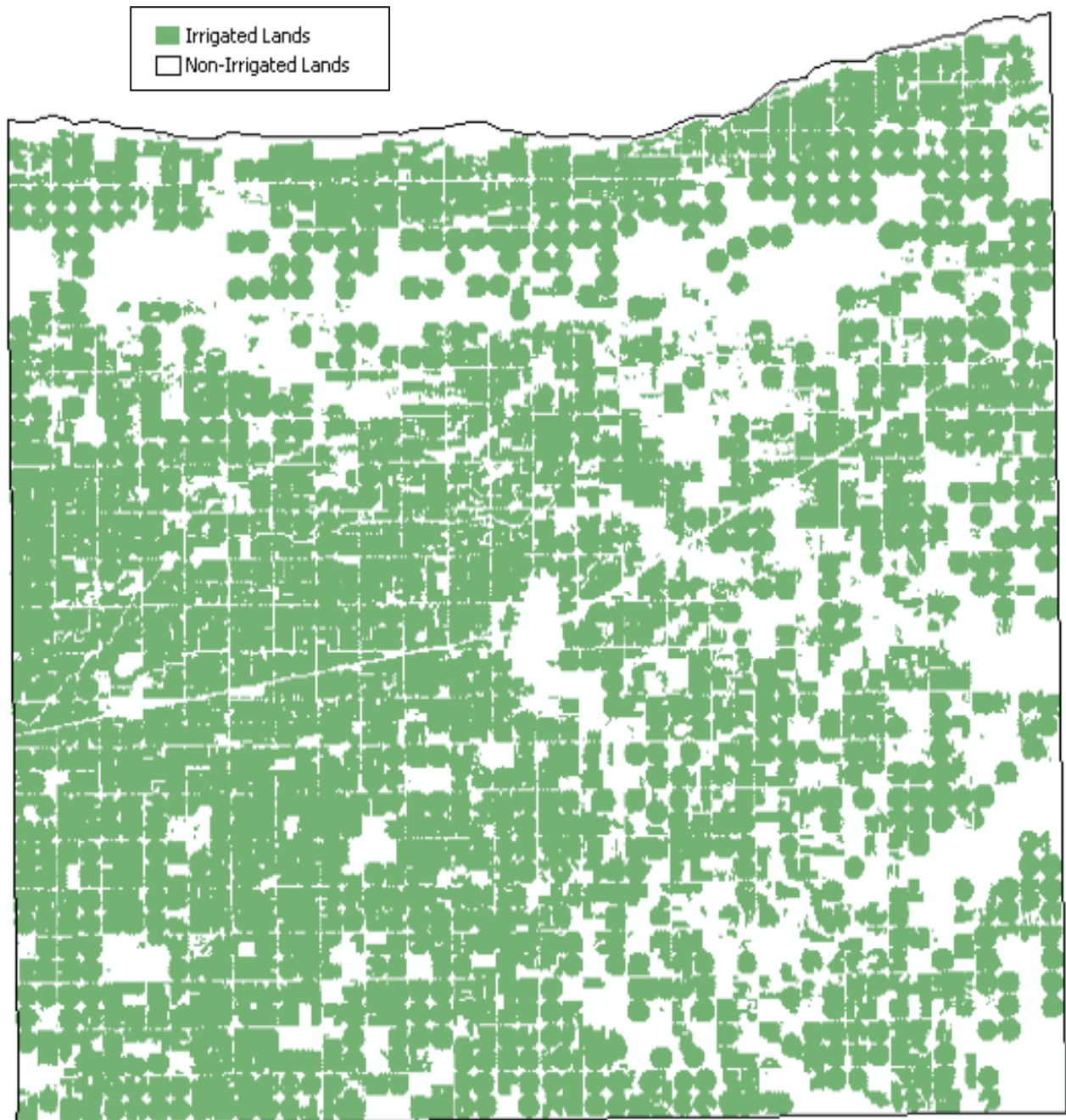


ILLUSTRATION 4.2

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Table 4.3 identifies **harvested crops by type** in Kearney County, from 2002 to 2012. As of 2012, “Corn for Grain or Seed” was the primary crop in the County, accounting for 144,664 acres, or approximately 61 percent of the total County area. Production and harvest of “Corn for Grain or Seed” has declined by nearly four percent between 2002 and 2012.

The production of “Soybeans for Beans” is the second largest crop grown in the County, which declined by 14.9 percent during the same period 2002 to 2012. Sorghum grown for grain or seed has declined at the highest percentage of any harvested crop in the County, by 79.6 percent. “Soybeans for Beans” declined by the largest amount of acres produced, 13,143 acres, between 2002 and 2012.

TABLE 4.3
HARVESTED CROPS BY TYPE
KEARNEY COUNTY, NEBRASKA
2002-2012

CROP BY TYPE	Production in Acres			% Change	% Change
	<u>2002</u>	<u>2007</u>	<u>2012</u>	<u>2002-2007</u>	<u>2002-2012</u>
Corn for Grain or Seed	150,274	168,243	144,664	+12.0%	-3.7%
Corn for Silage or Green Chop	6,318	3,697	3,951	-41.5%	-37.5%
Sorghum for Grain or Seed	2,210	605	452	-72.6%	-79.6%
Wheat for Grain	8,394	15,438	6,533	+83.9%	-22.2%
Oats for Grain	(D)	N/A	N/A	N/A	N/A
Soybeans for Beans	88,338	66,117	75,195	-25.2%	-14.9%
Hay-alfalfa, Other Wild, Silage	9,048	6,834	4,898	-24.5%	-45.9%

Notes: (D) = suppressed information.

N/A = information not available.

Source: Nebraska Census of Agriculture, 2002, 2007 & 2012.

Hanna:Keelan Associates, P.C., 2015.

LIVESTOCK PRODUCTION TRENDS

Table 4.4 identifies **livestock production trends** from 2002 through 2012. During this period, the total number of livestock producing farms declined in each of the Livestock categories, with the exception of “Sheep and Lambs” which increased by three farms. Farms producing cattle

The largest decline in livestock production occurred in the number of farms raising Hogs and Pigs, which declined by 8 farms, or 50 percent. The total number of Hogs and Pigs also declined from 11,469 in 2002 to 3,625 in 2012, a decrease of nearly 68.4 percent.

TABLE 4.4
LIVESTOCK PRODUCTION TRENDS
KEARNEY COUNTY, NEBRASKA
2002 – 2012

<u>Size</u>	<u>Total Farms / Total Animals</u>			<u>% Change</u>	
	<u>2002</u>	<u>2007</u>	<u>2012</u>	<u>2002 - 2007</u>	<u>2002 - 2012</u>
Cattle/Calves	179 / 82,320	155 / 81,255	137 / 81,374	-13.4% / -1.3%	-23.5% / -1.2%
Beef Cows	144 / D	124 / D	106 / D	-13.9% / D	-26.4% / D
Milk Cows	4 / D	4 / D	1 / D	0.0% / D	-75.0% / D
Hogs and Pigs	16 / 11,469	14 / 5,458	8 / 3,625	-12.5% / -52.4%	-50.0% / -68.4%
Sheep and Lambs	4 / D	12 / 586	7 / 424	+200.0% / D	+75.0% / D

(D) = suppressed information.

*Farms less than 180 acres in size were not included in this analysis.

Source: Nebraska Census of Agriculture, 2002, 2007 & 2012.

Hanna:Keelan Associates, P.C., 2015



SUMMARY OF AGRICULTURAL STATISTICS

The review of agricultural statistics indicated that the total number of acres occupied by crop-producing farms and the number of livestock raised in Kearney County have both declined between 2002 and 2012.

VILLAGES OF HEARTWELL AND NORMAN.

The Villages of Heartwell and Norman are the only municipalities that consolidated their planning and zoning efforts with the Kearney County Planning Commission. The Village Boards of Heartwell and Norman will have final determination of planning and zoning issues, as opposed to the County Board of Supervisors.

The **Village of Heartwell** is located on the north side of Highway 6/34 in the eastern portion of the County, three miles from the Adams County line. Heartwell has an estimated 2015 population of 71. Cargill is currently building a large grain facility on the eastern edge of the Community, expanding the industrial base of the Village. Heartwell retains a much of its original Downtown commercial area, including a Post Office and new Community Center, although several storefronts are vacant and abandoned. Single family houses and mobile homes occupy the majority of the Community.

The **Village of Norman** has an estimated 2015 population of 43 persons and is located on the south side of Highway 74, six miles south of Heartwell and seven miles east of Minden. The Village is comprised of single family houses and mobile homes, and has significantly more industrial businesses than commercial. Nearly all of the original downtown commercial uses are now abandoned.

Existing Land Use Maps for each Village are highlighted in **Illustrations 4.3 and 4.4.**



Heartwell, Nebraska



Norman, Nebraska



EXISTING LAND USE MAP

HEARTWELL, NEBRASKA



LEGEND

- VACANT
- PARKS AND RECREATION
- PUBLIC/QUASI-PUBLIC
- RESIDENTIAL - SINGLE FAMILY
- RESIDENTIAL - MULTIFAMILY
- RESIDENTIAL - MOBILE HOME
- COMMERCIAL
- INDUSTRIAL

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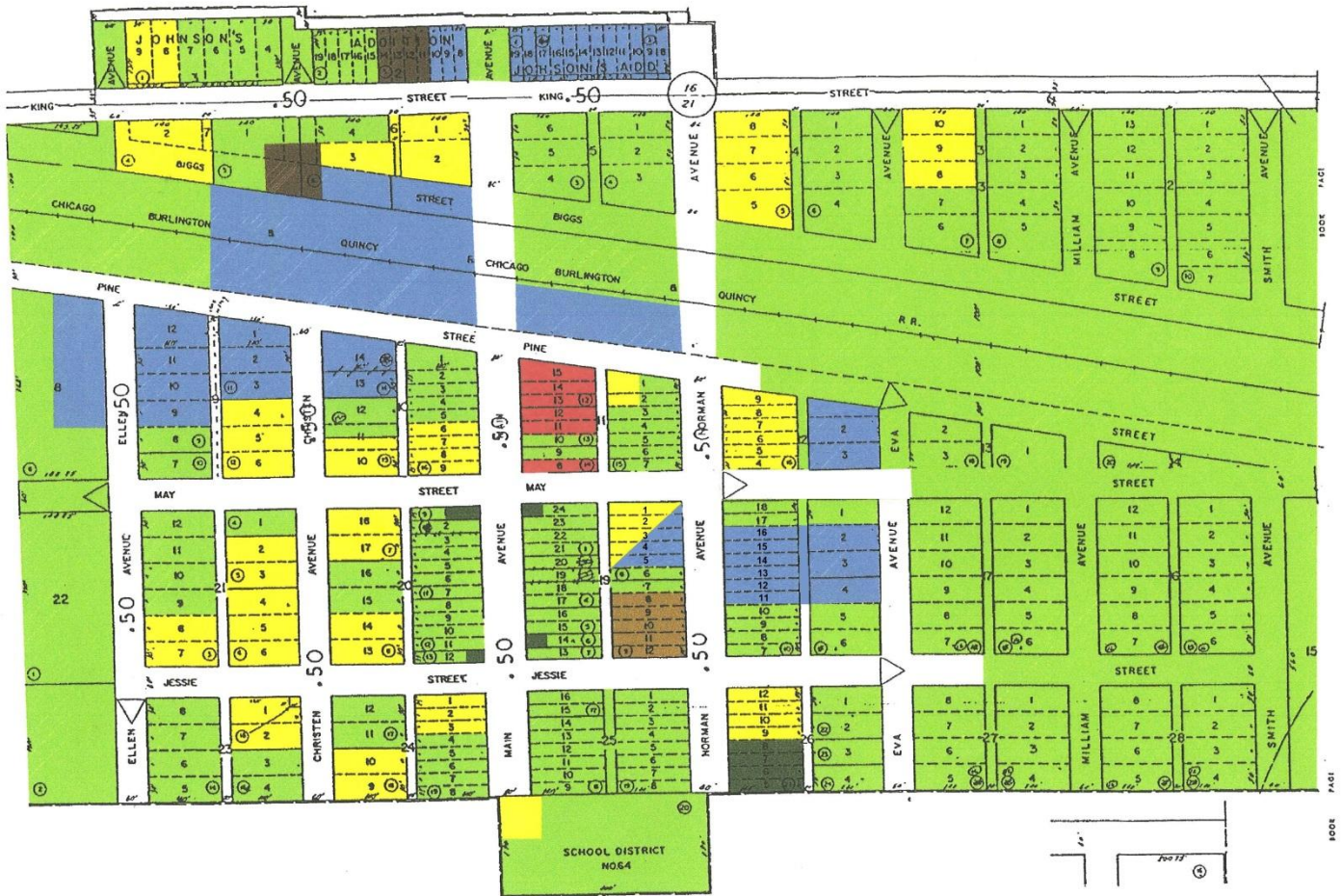
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ILLUSTRATION 4.3



EXISTING LAND USE MAP

NORMAN, NEBRASKA



LEGEND

- VACANT
- PARKS AND RECREATION
- PUBLIC/QUASI-PUBLIC
- RESIDENTIAL - SINGLE FAMILY
- RESIDENTIAL - MULTIFAMILY
- RESIDENTIAL - MOBILE HOME
- COMMERCIAL
- INDUSTRIAL

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ILLUSTRATION 4.4

FUTURE RURAL LAND USE ANALYSIS

Illustration 4.5 identifies the **Future Land Use Map** for Kearney County. The primary hard-surfaced County Roads and State Highways were reviewed to determine the potential impact of rural development adjacent these Corridors. The conclusion of the Planning Commission was that agricultural residential land uses, in addition to being in close proximity to Kearney County Communities should also be promoted along the highway corridors in central and southern portion of the County.

GENERAL AGRICULTURAL AREAS

The **Kearney County Comprehensive Plan** focused on evaluating the effectiveness of policies that were intended to preserve and protect agricultural production areas by controlling the development of non-farm dwellings.

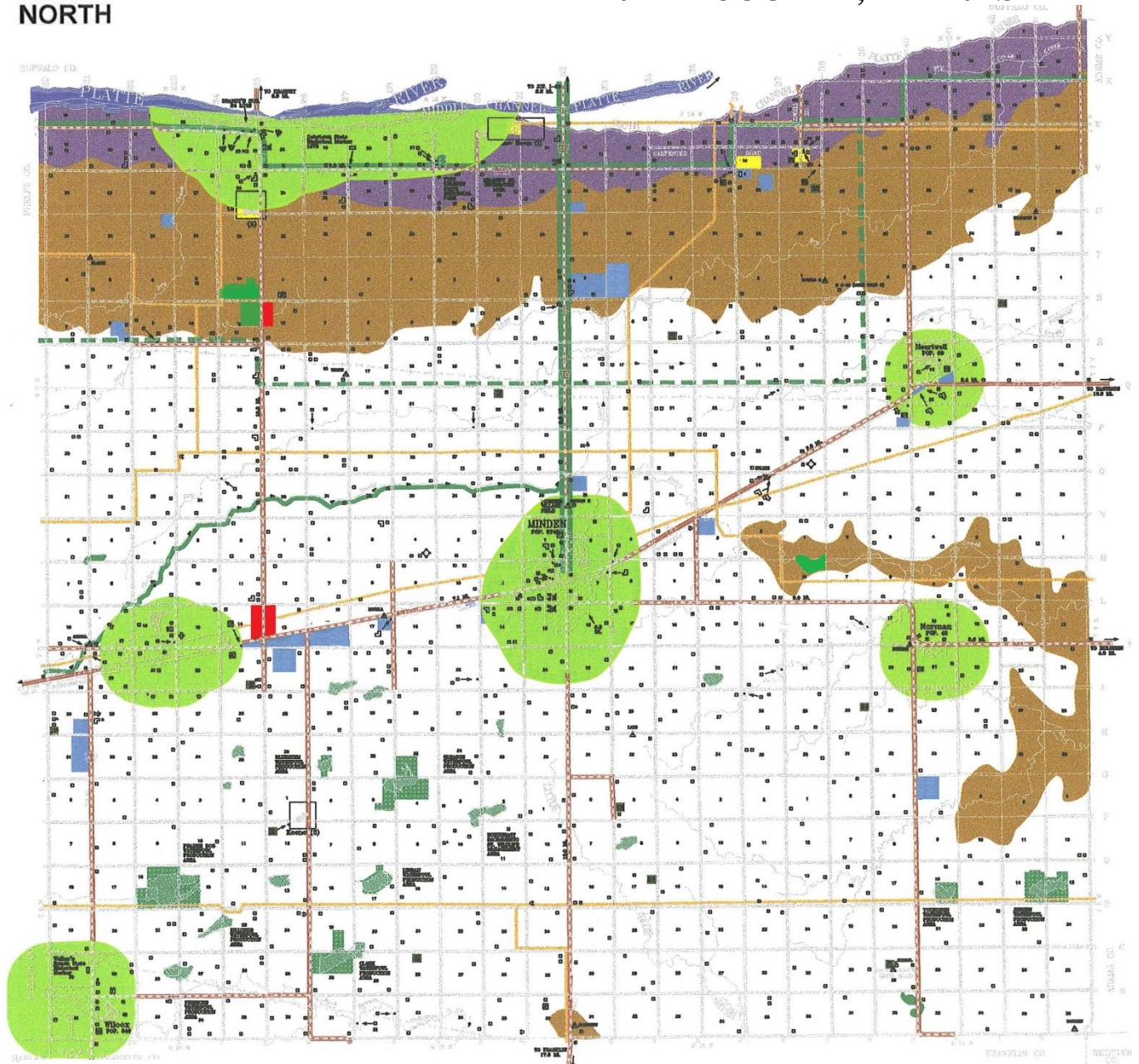
Significant agricultural production lands are identified in the **Future Land Use Map** as “general agricultural areas.” These areas continue to be preserved and protected from unnecessary encroachment of residential, commercial or industrial development. Irrigated cropland comprises the majority of rural areas in the west half of the County, while dryland production occurs more frequently in the east half. Irrigated crop production is also concentrated along the northern boundary of Kearney County, with a predominate region of dryland production ranging from one to six miles wide to the south of State Spur L50A. These dryland areas also have a higher concentration of pasture lands or hay fields located on moderate to steep slopes. Dryland or irrigated crop production areas tend to be located in areas having rolling or terraced hills.

Commercial scale wind turbines, developed singularly or as large “Wind Farms,” were also discussed by the Planning Commission. These facilities could potentially be allowed as a Special Use (Zoning) Permit and required to be in compliance with the Kearney County Zoning Regulations. Primary areas anticipated to be considered for development are the rural (general agricultural) regions of Kearney County. Large or commercial scale wind turbines are anticipated to be attracted to higher elevations and ridge lines associated with the Little Blue River Valley and upper “plains” in the southern portions of the County.



FUTURE LAND USE MAP

KEARNEY COUNTY, NEBRASKA



LEGEND

- GENERAL AGRICULTURE
- PLATTE RIVER BOTTOM LANDS
- ENVIRONMENTAL IMPACT AREA
- LIVESTOCK CONFINEMENT FACILITY
- RURAL SUBDIVISIONS
- PUBLIC / QUASI-PUBLIC
- PARKS / RECREATION
- COMMUNITY PLANNING JURISDICTION
- RURAL ARTERIAL ROAD
- UTILITY TRANSMISSION LINE

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ILLUSTRATION 4.5

AGRICULTURAL CONSERVATION AREAS

Agricultural Conservation Areas (ACAs) are environmentally sensitive areas. In Kearney County, ACAs are associated with the Platte River in the northern portion of the County and Sand Creek in the east-central portion. These ACAs consist of floodplains and flood prone, low-lying lands with shallow depths to the groundwater table. Soil conditions in ACAs severely limit development. ACAs are depicted in the **Kearney County Official Zoning Map**.

The consensus of the Planning Commission is that future development in ACAs should be limited to activities associated with agricultural production, while limiting intensive agricultural uses such as livestock confinement facilities.



OPEN SPACE & PARKS/RECREATION AREAS

State Wildlife Management and Waterfowl Production Areas are primarily located in the southwest quadrant of the County, between the West Branch of the Thompson Creek and the Little Blue River. State Recreation Areas include Fort Kearney State Recreation and Historical Park Areas in the north central portion of Kearney County, along State Spur L50A, one mile south of the Platte River. These existing Areas may potentially expand or new Areas may be developed as funding becomes available.

The “Network of Discovery,” the Nebraska State-Wide Trails Plan builds upon Fort Kearney State Recreation Area and Historic Park. The State-Wide Trails Plan proposes a system of multi-use trails, Highway shoulders and public use easements such as the Phelps County Canal, Highway 10 and State Spur L50A for future trails. These potential trails have been utilized in the **Future Land Use Map, Illustration 4.3**, to expand recreational and tourism opportunities for Kearney County.

AGRICULTURAL RESIDENTIAL AREAS

The development of non-farm dwellings in Kearney County is recommended to be concentrated in the areas identified as “Rural Subdivisions,” as shown on the **Future Land Use Map, Illustration 4.3**. Rural residential uses are planned within a mile of the Corporate Limits of the Villages Norman and Heartwell.

Rural subdivisions in the northern portion of the County, such as Summerhaven Lake and adjacent Awarii Dunes Golf Course, are planned for residential development. Expansion of existing or development of new rural houses, with parcels smaller than three acres, must have authorization from the Nebraska Department of Environmental Quality and the Department of Health and Human Services. This approval process ensures water quality will not be compromised when residences have their own wells and sanitary sewer systems on individual lots smaller than three acres in area.

The economy of Kearney County continues to be agriculturally based. The Planning Commission expanded the areas targeted for rural residential development, based upon the results of the existing land use analysis and past/current building trends. Since the previous **Comprehensive Plan**, housing development in the unincorporated rural areas has increased. By implementation of the new **Future Land Use Map** and continued enforcement of the County's **Zoning Regulations**, the County will continue to grow and develop as planned, in an orderly manner, addressing both the agricultural activities and residential needs of rural Kearney County.

COMMERCIAL AREAS

Existing and planned commercial developments within rural Kearney County are promoted along Highway 44, to the east of Awarii Dunes Golf Course and north of the intersection of Highway 44 with Highway 6/34. The Highway 44 Corridor has the highest traffic volumes for automobiles at approximately 4,420 vehicles in a 24 hour period. The One-Mile Planning Jurisdictions of the Communities within Kearney County are anticipated to support the majority of commercial uses. Close proximity of municipal water and sewer services will continue to attract rural commercial uses to these locations.

INTENSIVE AGRICULTURAL AREAS

Rural agriculture-oriented industrial uses, such as large scale grain elevators and a sand extraction facility that produces specialized sand products are the primary rural industrial uses in the County. Grain elevators, large silos or warehouse buildings remain in a variety of locations near railway corridors, throughout the County. The **Comprehensive Plan-Update** and **Zoning Regulations** identify these facilities as either intensive agricultural uses in Agricultural Districts, or specifically as “I – Industrial” Districts in rural Kearney County.

Future areas of anticipated intensive agricultural development should be considered in locations near urbanized areas within reasonable distance of fire protection and hard surfaced roads.



VILLAGE OF HEARTWELL AND NORMAN.

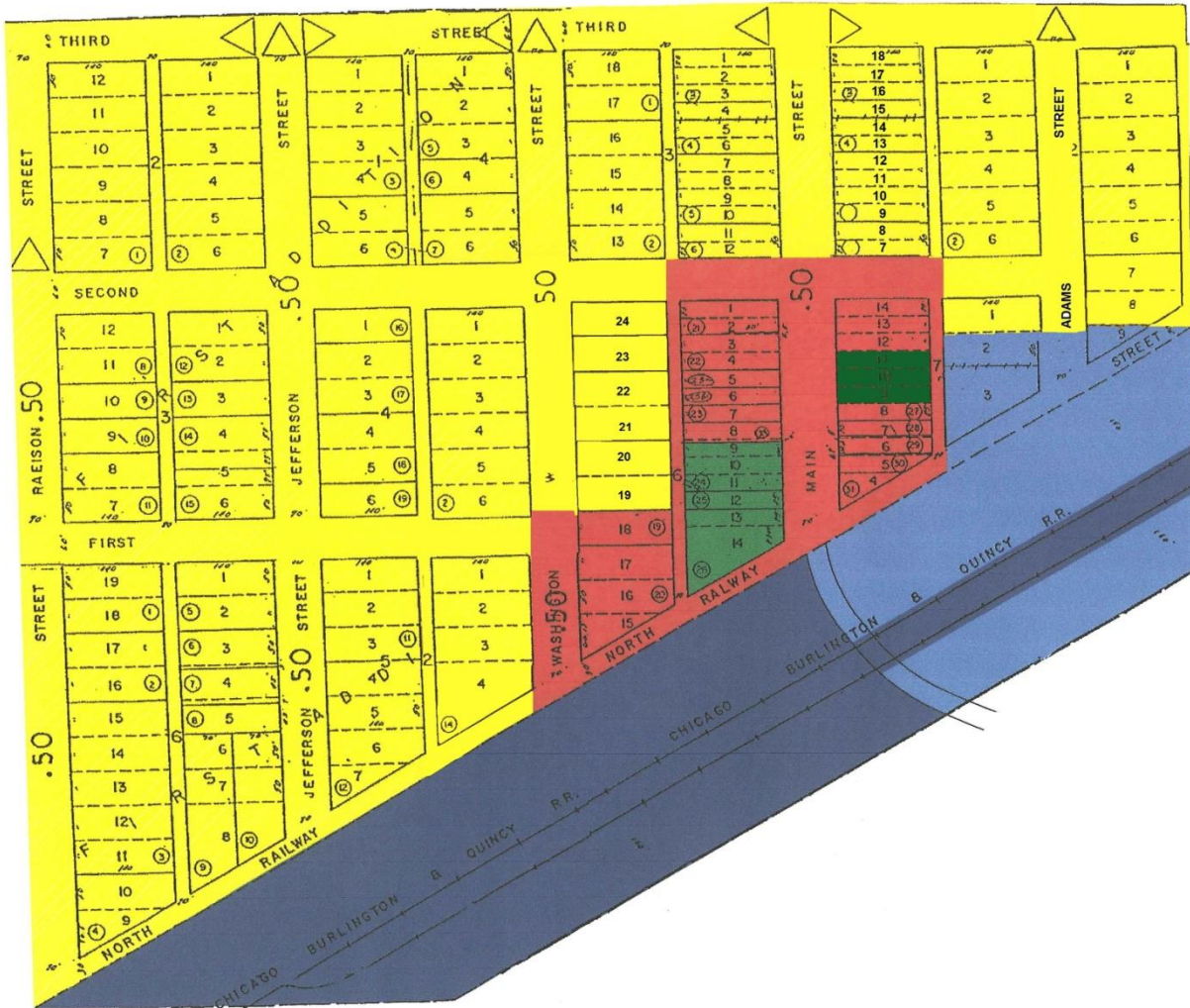
The **Future Land Use Map** for the Village of Heartwell, **Illustration 4.6**, plans for the commercial Downtown to remain the focus of the Community. Industrial uses along the Railroad Corridor are planned to support the expansion of Cargill to the southeast of the Village. Multifamily residential uses wrap around the west and northeast portions of the Downtown, buffering the single family uses in the remaining portions of the Village.

The **Future Land Use Map** for the Village of Norman, **Illustration 4.7**, highlight the remaining portions of the commercial Downtown and industrial uses to the north to remain intact. The area generally along Milliam Avenue and east the Corporate Limits is proposed to remain vacant as an urban reserve area.



FUTURE LAND USE MAP

HEARTWELL, NEBRASKA



LEGEND

- PARKS AND RECREATION
- PUBLIC/QUASI-PUBLIC
- RESIDENTIAL - SINGLE FAMILY
- COMMERCIAL
- INDUSTRIAL
- TRANSPORTATION CORRIDOR

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ILLUSTRATION 4.6



FUTURE LAND USE MAP

NORMAN, NEBRASKA



LEGEND

- VACANT
- RESIDENTIAL - SINGLE FAMILY
- COMMERCIAL
- INDUSTRIAL

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ILLUSTRATION 4.7

SECTION 5

**Public Facilities, Utilities
&
Transportation.**

SECTION 5

PUBLIC FACILITIES, UTILITIES & TRANSPORTATION

INTRODUCTION

Section 5 of this **Comprehensive Plan-Update** discusses the existing conditions and planned improvements to the **public facility and transportation systems** in the County. All improvements to these components are aimed at maintaining or improving the quality of life in Kearney County and the Villages of Heartwell and Norman.

PUBLIC FACILITIES & UTILITIES

Public Facilities identify existing public places in the County and determine future needs of and desires for pertinent public facilities during the planning period 2015 to 2025. Public Facilities provide citizens with social, cultural and educational opportunities in Kearney County. Facilities can include, but are not limited to fire protection, schools, medical/elderly services and recreational facilities such as parks and sports fields. A majority of the listed and other public facilities are located within the City or Village Corporate Limits or Planning Jurisdiction in the County.

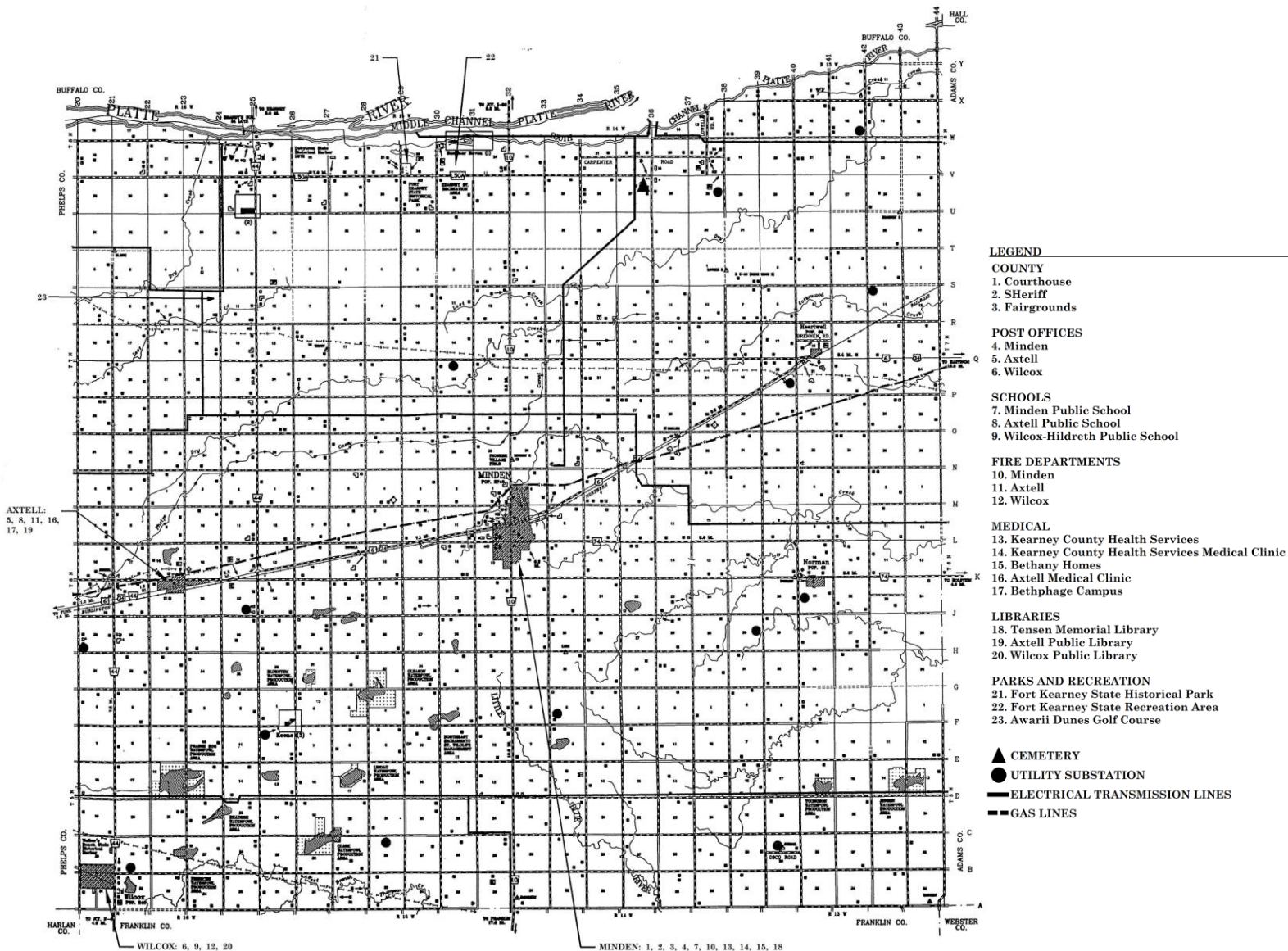
A majority of public facilities and transportation networks identified in the previous Comprehensive Plan for rural Kearney County and the Villages of Heartwell and Norman remain much the same today, as in 2000. The only major addition is Awarii Dunes Golf Course, a new nine-hole golf course located at 524 S Road, in northwestern Kearney County. **Illustration 5.1** identifies the **Public Facilities** in Kearney County, Nebraska.

The public utilities of a community are those utilities which are most directly concerned with the health and welfare of the population. The water supply, and sewage disposal facilities, solid waste disposal facilities, and electrical services are the services most frequently considered. A comprehensive plan allows for the coordination of these services with projected growth patterns. Planning for these utilities should be interrelated with future land use, zoning and housing needs.

Utility systems in rural Kearney County, as well as in the Villages of Heartwell and Norman remain largely the same today, as in 2000. Each Community in Kearney County provides a modern utility system to its residents. Portions of the water and sewer transmission lines that are undersized or aging in each Village should be monitored closely for any possible breakage, with replacement being recommended for the future.

PUBLIC FACILITIES MAP

KEARNEY COUNTY, NEBRASKA



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ILLUSTRATION 5.1

TRANSPORTATION

The availability of a convenient and efficient transportation system is essential to the continued economic and physical development of Kearney County. An adequate transportation system is required to transport goods and services to and from major travel routes and market centers within and outside the County. The overall purpose of the Transportation Plan is to provide the necessary guidelines for the safe movement of people and vehicles throughout the planning area.

The primary sources of information utilized to develop the Transportation Plan were (1) Kearney County “One and Six Year Plans” and (2) State of Nebraska Department of Roads “Nebraska Highway Program” (Fiscal Years 2015-2021 and Beyond).

EXISTING TRANSPORTATION SYSTEM

Illustration 5.2, State Functional Classifications, as identified by the Nebraska Department of Roads, depicts the transportation system in Kearney County. The transportation system is comprised of “*Major Arterial*” U.S. Highways 6 and 34, and State Highways 10, 44 and 74. All other streets and roads within Kearney County are classified as “*Rural Minor Collectors*,” County roads, local streets and minimum maintenance roads. Collectors and local streets provide transportation to and throughout the Cities and Villages of the County, while the Interstate and U.S. and state highways provide transportation into the County, adjacent Counties and Communities and areas beyond.

ROAD CLASSIFICATIONS

Nebraska Highway Law identifies the eight functional classifications of rural highways as follows:

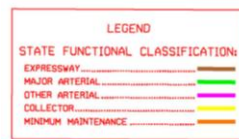
- (1) **Interstate:** Which shall consist of the federally designated National System of Interstate and Defense Highways;
- (2) **Expressway:** Second in importance to Interstate. Shall consist of a group of highways following major traffic desires in Nebraska and ultimately should be developed to multilane divided highway standards;
- (3) **Major Arterial:** Consists of the balance of routes which serve major statewide interests for highway transportation in Nebraska. Characterized by high speed, relatively long distances, and travel patterns;

- (4) **Scenic-Recreation:** Consists of highways or roads located within or which provide access to or through state parks, recreation or wilderness areas, other areas of geological, historical, recreational, biological, or archaeological significance, or areas of scenic beauty;
- (5) **Other Arterial:** Which shall consist of a group of highways of less importance as through-travel routes which would serve places of smaller population and smaller recreation areas not served by the higher systems;
- (6) **Collector:** Which shall consist of a group of highways which pick up traffic from many local or land-service roads and carry it to community centers or to the arterial systems. They are the main school bus routes, mail routes, and farm-to-market routes;
- (7) **Local:** Which shall consist of all remaining rural roads, except minimum maintenance roads;
- (8) **Minimum Maintenance:** Which shall consist of (a) roads used occasionally by a limited number of people as alternative access roads for area served primarily by local, collector, or arterial roads, or (b) roads which are the principal access roads to agricultural lands for farm machinery and which are not primarily used by passenger or commercial vehicles.

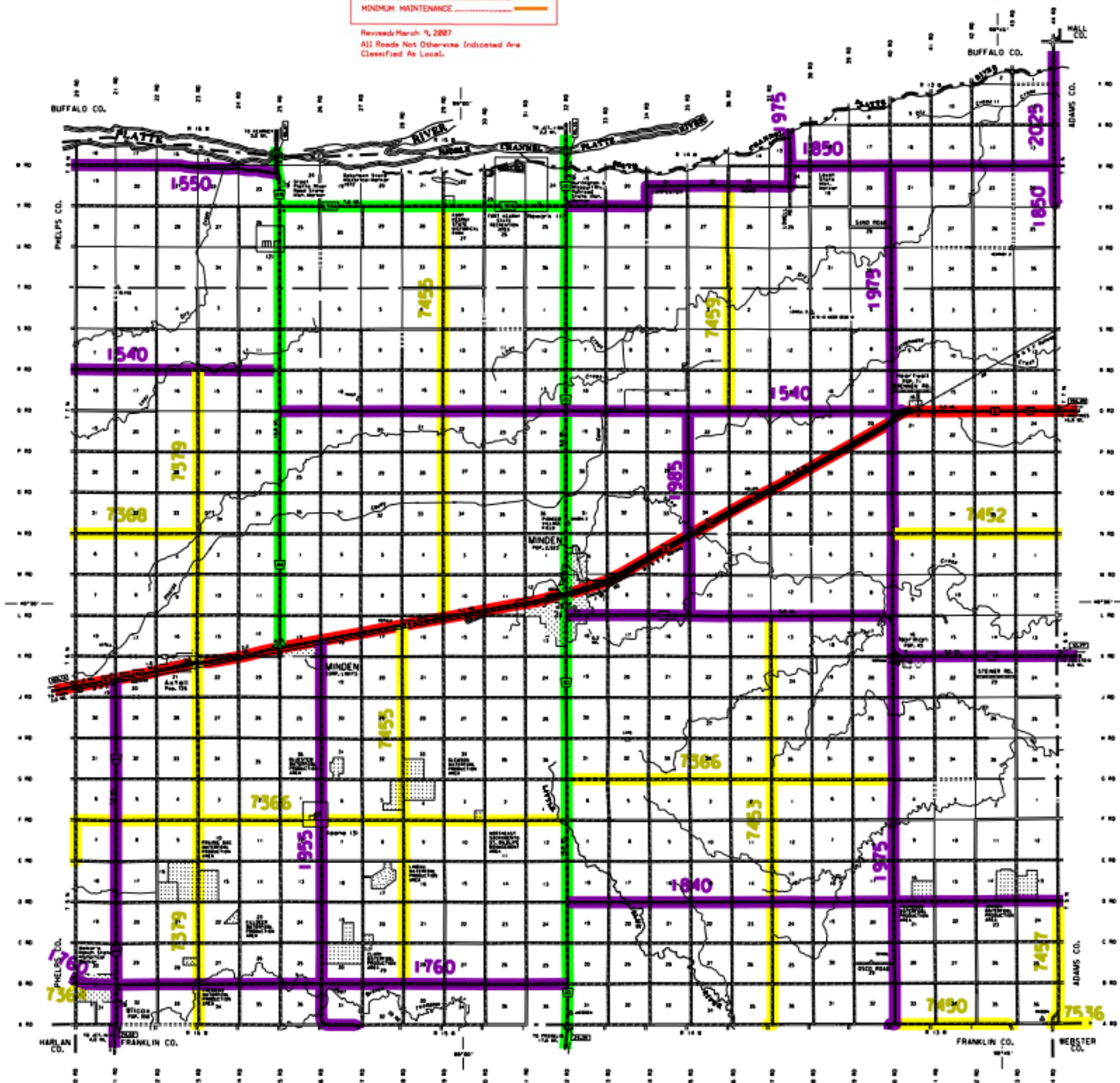
The rural highways classified, under subdivisions (1) thru (3) of this section should, combined, serve every incorporated municipality having a minimum population of 100 inhabitants or sufficient commerce, a part of which will be served by stubs or spurs, and along with rural highways classified under subsection (4) of this section, should serve the major recreational areas of the State. Sufficient commerce shall mean a minimum of two hundred thousand dollars of gross receipts under the Nebraska Revenue Act of 1967.

STATE FUNCTIONAL CLASSIFICATIONS

KEARNEY COUNTY, NEBRASKA



Revised March 4, 2007
All Roads Not Otherwise Indicated Are
Classified As Local.



HANNA:KEELAN ASSOCIATES, P.C.
COMMUNITY PLANNING & RESEARCH

* Lincoln, Nebraska * 402.464.5383 *

ILLUSTRATION 5.2

TRAFFIC VOLUME

The Nebraska Department of Roads monitors traffic volume in the Kearney County area, for County roads and State and Federal highways. This tabulation process is done to identify appropriate existing road classification and engineering standards. **Table 5.1** also identifies the average daily traffic counts for State and Federal transportation routes around Kearney County. Each of these road segments are identified as “*Major Arterial*” roads. All other roads within the corporate limits of the County are classified as “Collector,” local or minimum maintenance roads.

TABLE 5.1
TRAFFIC VOLUME – AVERAGE DAILY TRAFFIC COUNTS
STATE AND FEDERAL ROADS*
KEARNEY COUNTY, NEBRASKA
2008, 2010 & 2012

	2008	2010	2012
U.S. Highway 6/34, West of Axtell	4,025/355	3,465/305	4,030/355
U.S. Highway 6/34, West of HWY 44 Intersection	4,645/595	4,255/555	4,460/550
U.S. Highway 6/34, East of HWY 44 Intersection	2,830/416	3,000/431	3,030/445
U.S. Highway 6/34, West of Minden	3,030/305	3,005/300	3,320/330
U.S. Highway 6/34, East of Minden	2,345/325	2,245/310	2,295/315
U.S. Highway 6/34, West of Heartwell	2,035/295	2,060/300	2,065/300
NE Highway 10, South of HWY 50A Intersection	2,760/364	2,920/318	2,960/350
NE Highway 10, North of Minden	3,355/460	3,525/485	3,310/455
NE Highway 10, South of Minden	1,970/220	1,920/215	2,055/230
NE Highway 10, Kearney/Franklin County Line	1,385/165	1,645/195	1,520/180
NE Highway 44, South of Wilcox	580/65	510/55	520/55
NE Highway 44, North of Wilcox	565/60	475/50	620/65
NE Highway 44, North of HWY 6/34	3,945/257	3,655/243	3,690/240
NE Highway 44, South of HWY L50A	4,040/185	4,240/195	4,420/220
NE Highway 74, East of HWY 10	1,040/85	850/70	1,005/80
NE Highway 74, West of Norman	640/70	645/70	715/75
NE Highway L50A,	990/85	1,005/50	1,210/95
*Total Vehicles/Commercial Vehicles. Source: Nebraska Department of Roads, 2015. Hanna:Keelan Associates, P.C., 2015.			

FUTURE KEARNEY COUNTY TRANSPORTATION SYSTEM

The Future Transportation System in Kearney County is outlined in the County **One and Six Year Road Improvement Programs**. The County's One-Year Plan is for projects to be undertaken in 2015, while the Six-Year Plan is for projects to be undertaken through 2021, or earlier if funding becomes available. Upcoming roads projects through the Nebraska Department of Roads and Kearney County are updated for 2015 and 2021.

The Villages of Heartwell and Norman relinquished 100 percent of their State funds to Kearney County. The County is responsible for all maintenance, repair and improvements to streets and related components in the two Villages.

The official One- and Six-Year Road Improvement Program project list is available in the **Appendix** of this **Comprehensive Plan-Update**.

SECTION 6

Energy Element.

SECTION 6

ENERGY ELEMENT

INTRODUCTION

This **Section** of the **Kearney County Comprehensive Plan-Update** complies with a July 2010 amendment to Nebraska State Statutes 23-114.02, requiring an “**Energy Element.**” This component of the **Plan** assesses the energy infrastructure and energy use by sector, including residential, commercial, and industrial. This section is also intended to evaluate the utilization of renewable energy sources and promote energy conservation measures.

PUBLIC POWER DISTRIBUTION

Energy usage and consumption throughout Kearney County has followed the trends prevalent in the State of Nebraska. Electrical power is distributed throughout Kearney County by the **Southern Public Power District (SPPD)**. The SPPD is supplied electricity by the **Nebraska Public Power District (NPPD)**. The SPPD Utility District does not generate electricity; 100 percent of the electricity they distribute originates from NPPD.

As the largest electric generating utility in the State of Nebraska, NPPD provides electricity to all or parts of 91 of the State’s 93 Counties. The source of NPPD’s generating facilities includes coal, oil, natural gas and nuclear energy. Additionally, NPPD also purchases electricity from the **Western Area Power Administration (WAPA)**, which markets and transmits electricity from federally owned hydropower facilities.

RENEWABLE ENERGY STRATEGIC PLAN

As of July 2011 and continuing through the 2014, the NPPD Strategic Plan states:

*“NPPD will evaluate all forms of renewable resources feasible in Nebraska and incorporate them in the total mix of NPPD-owned generation and contract purchases with **a goal of achieving 10 percent of our energy supply for NPPD’s native load from renewable resources by 2020**”.*

The Strategic Plan promotes the addition of a minimum 80 megawatts of wind-generated power during every two-year period, reaching the 10 percent goal by 2020.

As of 2013, approximately 56.6 percent of NPPD's energy generation was from coal, 30 percent nuclear, 2.5 percent hydro, 0.8 percent natural gas & oil, **and 4.6 percent from wind alternative energy sources**. The remaining 4.8 percent of NPPD's energy was supplied through purchases, with 4.3 percent from the WAPA and 1.2 percent from other sources. This results in NPPD having 42 percent of its energy resources originating from carbon free energy

In order for NPPD to meet its goal of 10 percent of its generating capacity originating from renewable resources, *primarily wind*, the Utility District will need to develop 334 Megawatts of total wind generation by 2020. NPPD, according to the 2014 Strategic Plan, purchases 100 percent of the energy produced at seven Nebraska wind farms, but resells 24 percent to other utility districts. NPPD states in the Plan that it has passed the half-way point of meeting the 2020 production goal, or having 10 percent of its power generation coming from Renewable resources.

As of 2013, the entire State of Nebraska had a total wind turbine production of 734.8 megawatts produced by 422 operational turbines. This power would generate enough electricity to power approximately 244,880 homes.



Broken Bow Nebraska Wind Facility

WIND TURBINES AND “NET METERING”

Commercial, large scale wind turbines, or “Wind Conversion Systems,” are being promoted in Nebraska Counties by companies and local property owners alike. Wind towers of up to 400’ in height are typically developed as “wind farms,” where multiple wind towers are constructed in a single area, or linearly along a ridge line, such as Laredo Ridge Wind Farm, east of Petersburg in Boone County, for example. This facility consists of 54 individual 1.5 megawatt (MW) turbines.



Laredo Ridge, Petersburg, Nebraska

As of August, 2009, the State of Nebraska Legislature approved and signed into law, LB 439 (**Nebraska State Statute §70-2001 to 2005**), which is also referred to as “**Net Metering**.” This law allows individual residences and businesses to supplement their standard electric service with one, or combinations of, five alternate energy systems, including Solar, Methane, Wind, Biomass, Hydropower and Geothermal. By implementing these types of alternative energy systems, the desire of the individual is to reduce their reliance on public utility systems, potentially by where they generate more electricity than they can use and profit by having the public utility district purchase their excess energy.



Net Metering Small Wind Energy System
Rural Furnas County, Nebraska



Net Metering Small Wind Energy Systems
Winnebago, Nebraska

The Kearney County Planning Commission chose to allow residences and businesses to utilize the provisions of Net Metering, specifically Small Wind Energy Systems. These same small Wind Energy Systems are permissible as Special Uses in each of the Districts of the County Zoning Regulations.

Commercial Wind Energy Conversion Systems, or what are commonly known as “Wind Farms,” are potentially permitted as Special Uses in the “AG-1 and AG-2 Agricultural Districts” and “RC Rural Conservation” Districts.

ENERGY CONSUMPTION

According to the Nebraska Energy Office, the only available energy consumption statistics by Sector are the State totals. As of the 2013 Annual Energy Report, the Industrial Sector consumed 41.8 percent, or more than a third of the Total Energy Consumption of the State of Nebraska. The other three Sectors comprised nearly equal portions, at 17 percent in the Commercial Sector, 19.6 percent for the Residential Sector and 21.6 percent in the Transportation Sector. The Total Energy Consumption, in 2010, was 843.8 trillion British Thermal Units (BTU), which more than doubled, since 1960, when total consumption was 308.3 trillion BTU, an increase of 173.7 percent.

The energy consumption data from the **Southern Public Power District** for Kearney County was not available from their offices.

TRENDS IN ENERGY CONSUMPTION

During the last 51 years, the State of Nebraska, as a whole, has vastly increased energy consumption. The Nebraska Energy Office “Annual Report – 2013,” (the latest publication available) details the most recent state-wide statistics from 2011. Throughout Nebraska, energy consumption as a percentage share of personnel income has remained constant. **In 1970, 11.8 percent of personnel income was spent on energy. As of 2011, 12 percent was spent on energy usage. The peak percentage occurred in 1980 at 17.1 percent.**

Trends in the Total Energy Consumption for the State of Nebraska is mirrored in each of the individual energy categories, coal, natural gas, gasoline and distillate fuel oil (primarily diesel fuel), nuclear power and hydroelectric production. Each of these energy types are detailed between 1960 and 2011, as follows:

- Coal consumption increased from 20 trillion BTUs in 1960 to 285.4 trillion BTUs, as of 2011.
- Natural gas consumption rose and fell during the 51 year period between 1960 and 2011, beginning at 140.4 trillion BTU, peaking in 1973 at 230.7 trillion BTU and by 2011 increasing again back up to 173.6 trillion BTU.

- Gasoline and diesel fuel consumption increased in Nebraska between 1960 and 2011. Overall, petroleum consumption overall peaked in 1978 at 246.1 trillion BTU. Gasoline consumption rose by 25 percent, from 78.8 to 97.8 trillion BTU, as of 2011 but peaked in 1978 at 115.9 trillion BTU. During the same time period, diesel fuel consumption quadrupled from 24.1 trillion BTU to 113.1 trillion BTU.
- Nuclear power generation began in Nebraska in 1973 at 6.5 trillion BTU and has increased to 72.5 trillion BTU as of 2011, but peaked in 2007 at 115.7 trillion BTU.
- Renewable energy consumption from 1960 to 2011 increased and decreased throughout the decades, beginning in 1960 at 13.4 trillion BTU to 2011 at 164.9 trillion BTU. Hydropower was the primary renewable energy source between 1960 and 1994, but as of 1995, biofuels (ethanol) production began at levels equaling hydropower, and production soared. By 2011, 69.3 percent of all renewable energy produced in that year came from biofuels, 9.5 percent from hydroelectric power, 6.2 percent from wood and wood waste.

INCREASED ENERGY COSTS & CONSERVATION

High fuel costs or limited availability of a particular energy type increases the desire for energy efficiency practices. For example, historic peak prices for natural gas in 2008 motivated farmers to convert natural gas and propane fueled irrigation equipment to electric power; to limit frequency and amount of applications of anhydrous ammonia fertilizer (a natural gas product); and to increase the use of conservation tillage practices to reduce crop cultivation. Access to low-cost financing through the Nebraska Energy Office and locally available low-interest loans to modernize agricultural equipment have led to conservation increases in the Agricultural Sector.

The U.S. Department of Agriculture issued a report in 2008 that concluded that farmers have increased conservation practices. Since the 1970s, total farm energy consumption fell by 26 percent, while farm production increased by 63 percent. This figure is even more significant when the consolidation of farms is taken into account.

In 1966, just 3.1 million acres of Nebraska crop lands were irrigated, but as of 2011, 9.1 million acres were irrigated. Thus, approximately forty-six percent of the total cropland in Nebraska was irrigated.

Ethanol production in Nebraska has consumed an increasing amount of corn produced annually and in the process expanding irrigation practices. **In 2011, more than 40 percent of the corn crop was utilized by ethanol facilities across the State.**

ENERGY CONSERVATION POLICIES

The most effective means for Kearney County to reduce its total energy consumption in each of the Energy Sectors (and by energy type) is by conservation practices and by promoting the conversion to alternative energy systems when appropriate.

The following is a list of policies to guide energy practices throughout rural Kearney County:

- ❖ **Promote the use of “Net Metering” or the use of one, or combinations, of the five alternative energy sources to reduce rural residential and agricultural facilities consumption of energy.**
 - Utilize the Kearney County Zoning Regulations to control the placement and operation of alternative energy systems.
 - Require compliance with the Accessory or Conditional Use permit processes so that established conditions are met by the applicant.
 - Promote the development of vocational education opportunities in local high schools, regional trade schools, and in state colleges and universities to educate the current and future workforce in alternative energy design, fabrication of equipment and maintenance.
- ❖ **Promote the use and placement of large scale Commercial/Utility Grade Wind Energy Conversion Systems, commonly referred to as “Wind Farms.”**
 - Utilize the Kearney County Zoning Regulations to guide the potential use and placement of large scale Commercial Wind Energy Conversion Systems.

- ❖ **As other sources of Alternative Energy Systems are developed or become cost-effective for use in Nebraska, amend Kearney County planning documents to locate and control their operation.**
- ❖ **Promote the use of conservation methods to reduce the consumption of Energy Usage in each of the individual sectors including residential, commercial, industrial, agricultural and transportation.**
 - Promote the use of weatherization methods and energy efficient or “green building” materials in conformance with the “LEED” Certified Building techniques.
 - Support and provide incentives for the expanded use of agricultural practices to reduce energy consumption. Techniques such as conservation tillage, high efficiency irrigation equipment and cost effective fuel sources to power irrigation systems.
 - Support State and Federal incentive programs to continue to provide low-cost financing to purchase modern agricultural equipment such as low-pressure pivots and no-till equipment. Programs such as the U.S. Department of Agriculture’s Rural Energy for America Program (REAP) that finances irrigation efficiency improvements switching diesel, propane and natural gas pumps to electric.
 - Promote the availability of incentives provided by public power districts to develop alternative energy sources for and from agricultural practices. Modern methods such as producing methane gas from livestock confinement facilities to power agricultural equipment, is just one example.
 - Promote the expanded use of solar and geothermal exchange energy systems for agricultural applications that power equipment and heat/cool farm buildings.

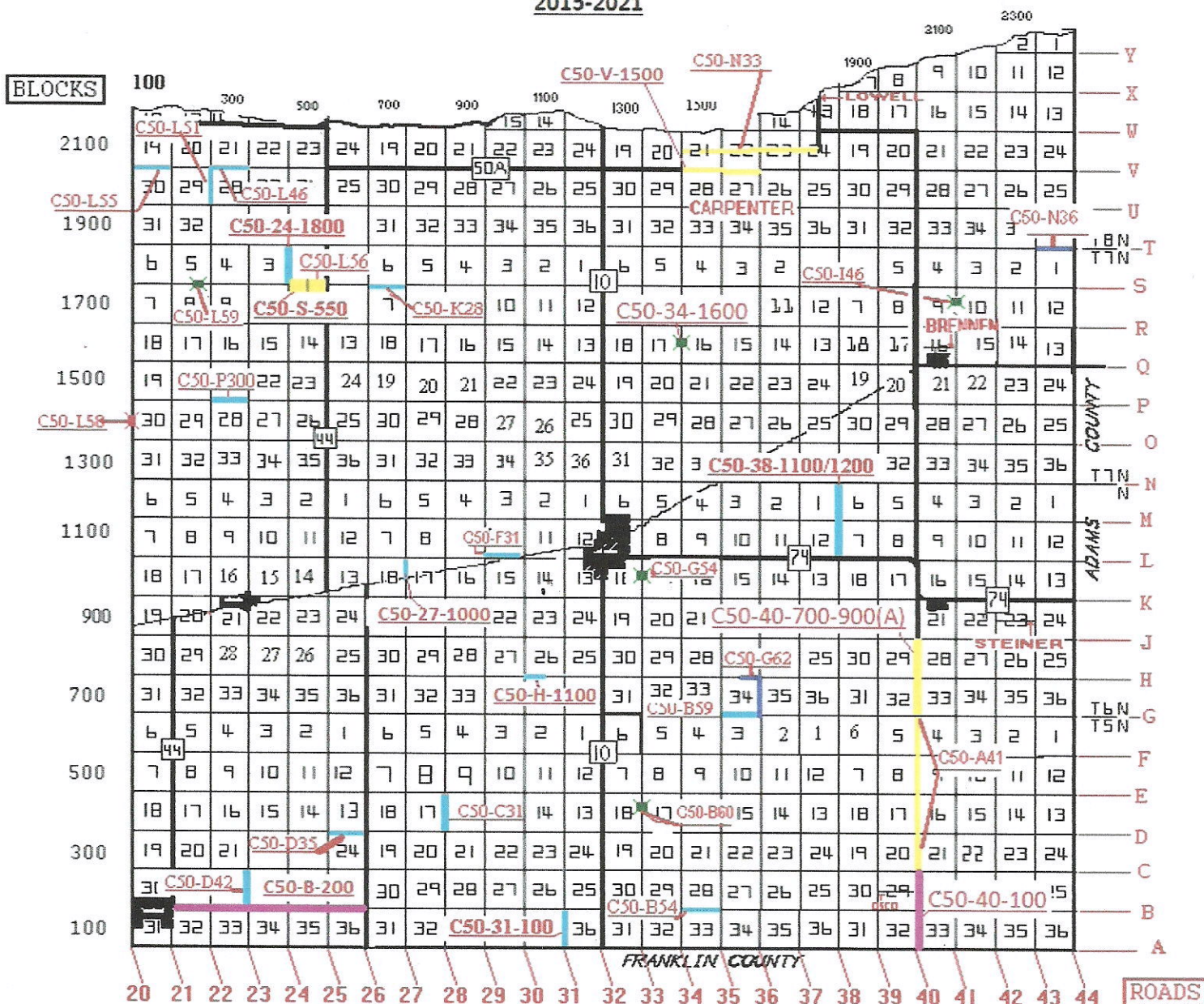
APPENDIX

Kearney County One- and Six-Year Road Improvement Programs.

KEARNEY COUNTY

Six Year Projects

2015-2021



Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 5, 8, 17, 20, T5N, R13W Also known as Road 40 Blocks 300, 400, 500 & 600																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Asphalt																		
Average Daily Traffic: 2003 = 180, 2013 = 240		Classification Type: (As shown on Functional Classification Map) Other Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: ROA-3	Surfacing	Thickness: 2.0 Width: 22.0																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
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Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized <input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																		
Other Construction Features:																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 300.0	★ CITY 																
	★ STATE 	★ FEDERAL 																
	★ OTHER 	TOTAL 300.0																
Project Length: (Nearest Tenth, State Unit of Measure) 4.0 miles		Project No.: C50-A41																
Signature:		Title: Highway Superintendent Date: 2-17-15																


Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 28 And 33 T5N, R14W Also known as B Road Block 1500																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																		
Average Daily Traffic: 2003 = 0, 2013 = 0		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-2	Surfacing	Thickness: 2.0 Width: 28.0																
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New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: 2" gravel																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 8.0	★ CITY																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 8.0																
Project Length: (Nearest Tenth, State Unit of Measure) 1.0		Project No.: C50-B54																
Signature:		Title: Highway Superintendent Date: 2-17-15																


Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 34-T6N-R14W and Section 3-T5N-R14W, in Kearney County Also known as G Road Block 1600																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																		
Average Daily Traffic: 2007 = 51, 2017 = 60		Classification Type: (As shown on Functional Classification Map) Collector																
PROPOSED IMPROVEMENT																		
Design Standard Number: RC-2	Surfacing	Thickness: 2.0 Width: 28.0																
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New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length:	Type:																
Culvert	Diameter: Length:	Type:																
Bridges and Culverts Sized		<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																
Other Construction Features: Replace or Existing Culverts 2" layer of gravel																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 8.0	★ CITY																
		★ STATE																
		★ FEDERAL																
		★ OTHER																
		TOTAL 8.0																
Project Length: (Nearest Tenth, State Unit of Measure) 1.0 Miles		Project No.: C50-B59																
Signature:		Title: Highway Superintendent Date: 2-17-15																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 18 And 17 of T5N-R14W in Kearney County Also known as 33 Road Block 1600																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																		
Average Daily Traffic: 2007 = 51, 2017 = 60		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 26.0																
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New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Twin 12x6x40 2" layer of gravel																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 40.0	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL 40.0												
Project Length: (Nearest Tenth, State Unit of Measure) 0.5 Miles				Project No.: C50-B60														
Signature: 			Title: Highway Superintendent		Date: 2-17-15													

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:
Location Description: Between Sections 16/17 T5N R15W in Kearney County Also known as 28 400		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel		
Average Daily Traffic: 2007 = 51, 2017 = 60		Classification Type: (As shown on Functional Classification Map) Collector
PROPOSED IMPROVEMENT		
Design Standard Number: RC-2	Surfacing	Thickness: 2.0 Width: 28.0
<input checked="" type="checkbox"/> Grading <input type="checkbox"/> Concrete <input type="checkbox"/> Right of Way <input type="checkbox"/> Lighting <input checked="" type="checkbox"/> Aggregate <input type="checkbox"/> Curb & Gutter <input type="checkbox"/> Utility Adjustments <input type="checkbox"/> <input type="checkbox"/> Armor Coat <input type="checkbox"/> Drainage Structures <input type="checkbox"/> Fencing <input type="checkbox"/> <input type="checkbox"/> Asphalt <input type="checkbox"/> Erosion Control <input type="checkbox"/> Sidewalks <input type="checkbox"/>		
Bridge to Remain in Place	Roadway Width:	Length: Type:
New Bridge	Roadway Width:	Length: Type:
Box Culvert	Span: Rise:	Length: Type:
Culvert	Diameter:	Length: Type:
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending	
Other Construction Features: Replace or extend existing Culverts 2" Layer Gravel		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 8.0	★ CITY
	★ STATE	★ FEDERAL
	★ OTHER	TOTAL 8.0
Project Length: (Nearest Tenth, State Unit of Measure) 1.0 Miles		Project No.: C50-C31
Signature: 		Title: Highway Superintendent Date: 2-17-15

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 13 And 24 of T5N-R16W in Kearney County Also known as D Road Block 600																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																		
Average Daily Traffic: 2000 = 25, 2005 = 35		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 26.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: 2" layer of gravel																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 8.0	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL 8.0												
Project Length: (Nearest Tenth, State Unit of Measure) 1.0 Mile				Project No.: C50-D35														
Signature:		Title: Highway Superintendent		Date: 2-17-15														


Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 27 And 28 of T5N-R16W in Kearney County Also known as 23 Road Block 200																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																		
Average Daily Traffic: 2007 = 51, 2017 = 60		Classification Type: (As shown on Functional Classification Map) Collector																
PROPOSED IMPROVEMENT																		
Design Standard Number: RC-2	Surfacing	Thickness: 2.0 Width: 28.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized <input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																		
Other Construction Features: Replace or extend existing culverts 2" layer of gravel																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 8.0	★ CITY																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 8.0																
Project Length: (Nearest Tenth, State Unit of Measure) 1.0 Mile		Project No.: C50-D42																
Signature:		Title: Highway Superintendent Date: 2-17-15																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 9 And 16 of T6N-R15W in Kearney County Also known as L Road Block 900																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Gravel																		
Average Daily Traffic: 2008 = 35, 2018 = 45		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RI-2	Surfacing	Thickness: 2.0 Width: 28.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length:	Type:																
Culvert	Diameter: Length:	Type:																
Bridges and Culverts Sized <input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																		
Other Construction Features: Finish with 2" layer of gravel																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY 8.0	★ CITY 																
★ STATE 		★ FEDERAL 																
★ OTHER 		TOTAL 8.0																
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.0 Mile		Project No.: C50-F31																
Signature:		Title: Highway Superintendent Date: 2-17-15																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014		City:		Village:		
Location Description: Between Sections 17 And 18 of T6N-R14W in Kearney County Also known as 33 Road Block 1000						
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Two 54" Culverts Gravel Road						
Average Daily Traffic: 2000 = 51, 2005 = 60			Classification Type: (As shown on Functional Classification Map) Local			
PROPOSED IMPROVEMENT						
Design Standard Number: RL-2		Surfacing		Thickness: 2.0	Width: 28.0	
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting			
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>			
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>			
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>			
Bridge to Remain in Place		Roadway Width:	Length:		Type:	
New Bridge		Roadway Width:	Length:		Type:	
Box Culvert		Span:	Rise:	Length:	Type:	
Culvert		Diameter:	Length:		Type:	
Bridges and Culverts Sized		<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending				
Other Construction Features: Will be sized by Minden						
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL
	8.0					8.0
Project Length: (Nearest Tenth, State Unit of Measure) 0.1 Miles			Project No.: C50-G54			
Signature: 		Title: Highway Superintendent		Date: 2-17-15		

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 34/35 T6N R14W in Kearney County Also known as 36 700																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																		
Average Daily Traffic: 2007 = 30, 2017 = 35		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 26.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace or Extend Existing Culverts 2" Gravel Surfacing																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY																
	8.0																	
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL																
		8.0																
Project Length: (Nearest Tenth, State Unit of Measure) 1.0 Miles		Project No.: C50-G62																
Signature:		Title: Highway Superintendent Date: 2-17-15																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 9 And 10 of T7N-R13W in Kearney County Also known as 41 Road Block 1700																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) C50004320 Deficient Steel Structure																		
Average Daily Traffic: 2004 = 25, 2014 = 30		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 26																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Will be designed by Engineer																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;">ESTIMATED COST (in Thousands)</th> <th style="width: 15%;">★ COUNTY</th> <th style="width: 15%;">★ CITY</th> <th style="width: 15%;">★ STATE</th> <th style="width: 15%;">★ FEDERAL</th> <th style="width: 15%;">★ OTHER</th> <th style="width: 15%;">TOTAL</th> </tr> <tr> <td>★ OPTIONAL</td> <td>50.0</td> <td></td> <td></td> <td></td> <td></td> <td>50.0</td> </tr> </table>			ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL	50.0					50.0		
ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
★ OPTIONAL	50.0					50.0												
Project Length: (Nearest Tenth, State Unit of Measure) 0.1 Miles		Project No.: C50-146																
Signature:		Title: Highway Superintendent Date: 2-17-15																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 6 And 7 of T7N-R15W in Kearney County Also known as S Road Block 700																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																		
Average Daily Traffic: 2000 = 25, 2005 = 35		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 26																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: 2" gravel																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 8.0	★ CITY																
		★ STATE																
		★ FEDERAL																
		★ OTHER																
		TOTAL 8.0																
Project Length: (Nearest Tenth, State Unit of Measure) 1.0 Miles		Project No.: C50-K28																
Signature:		Title: Highway Superintendent Date: 2-17-15																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 21 And 28 of T8N-R16W in Kearney County Also known as V Road Block 300																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																		
Average Daily Traffic: 2000 = 51, 2005 = 75		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-2	Surfacing	Thickness: 2.0 Width: 28																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Add 8" clay to existing surface and 2" of Gravel																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 20.0	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL 20.0												
Project Length: (Nearest Tenth, State Unit of Measure) 1.0 Miles			Project No.: C50-L46															
Signature:		Title: Highway Superintendent		Date: 2-17-15														

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 28 And 29 of T8N-R16W in Kearney County Also known as 22 Road Block 2000																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Grade																		
Average Daily Traffic: 2006 = 5, 2015 = 6		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 26																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features:																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
	8.0					8.0												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 1.0 Miles			Project No.: C50-L51															
Signature:			Title: Highway Superintendent		Date: 2-17-15													

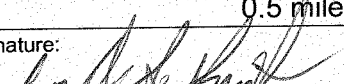
Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 19 And 30 of T8N-R16W in Kearney County Also known as V Road Block 100																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																		
Average Daily Traffic: 2003 = 51, 2015 = 60		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-2	Surfacing	Thickness: 2.0 Width: 28																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized <input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																		
Other Construction Features: 2" layer of Gravel																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY																
	8.0																	
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL																
		8.0																
Project Length: (Nearest Tenth, State Unit of Measure) 1.0 Miles		Project No.: C50-L55																
Signature:		Title: Highway Superintendent Date: 2-17-15																

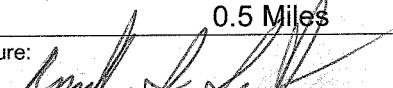
Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 2/11 T7N R16W in Kearney County Also known as S 500																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Asphalt																		
Average Daily Traffic: 2003 = 51, 2013 = 60		Classification Type: <i>(As shown on Functional Classification Map)</i> Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-2	Surfacing	Thickness: 6.0 Width: 22.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features:																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY																
	125.0																	
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL																
		125.0																
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 0.5 Miles		Project No.: C50-L56																
Signature:		Title: Highway Superintendent Date: 2-17-15																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:
Location Description: West Side of Section 30 T7N, R16W In Kearney County Also known as 20 Road Block 1400		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Deficient Wood Structure C005000110 Gravel Road		
Average Daily Traffic: 2007 = 20, 2017 = 25		Classification Type: <i>(As shown on Functional Classification Map)</i> Local
PROPOSED IMPROVEMENT		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 26.0
<input checked="" type="checkbox"/> Grading <input type="checkbox"/> Concrete <input type="checkbox"/> Right of Way <input type="checkbox"/> Lighting <input checked="" type="checkbox"/> Aggregate <input type="checkbox"/> Curb & Gutter <input type="checkbox"/> Utility Adjustments <input type="checkbox"/> <input type="checkbox"/> Armor Coat <input checked="" type="checkbox"/> Drainage Structures <input type="checkbox"/> Fencing <input type="checkbox"/> <input type="checkbox"/> Asphalt <input type="checkbox"/> Erosion Control <input type="checkbox"/> Sidewalks <input type="checkbox"/>		
Bridge to Remain in Place	Roadway Width:	Length: Type:
New Bridge	Roadway Width:	Length: Type:
Box Culvert	Span: 20 Rise: 8.0 Length: 40.0	Type: CBC
Culvert	Diameter:	Length: Type:
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending	
Other Construction Features: Will Have Hyd Analysis for Sizing of New Structure		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY 50.0	★ CITY
	★ STATE	★ FEDERAL
	★ OTHER	TOTAL 50.0
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 0.5 miles		Project No.: C50-L58
Signature: 		Title: Highway Superintendent Date: 2-17-15

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: West Side of Section 30 of T7N-R16W in Kearney County Also known as 20 Road Block 1400																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Deficient Wood Structure C50000110 Gravel Road																		
Average Daily Traffic: 2007 = 20, 2017 = 25		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 26.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: 20.0 Rise: 8.0 Length: 40.0	Type: CBC																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Will have Hyd Analysis for Sizing of New Structure																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 50.0	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL 50.0												
Project Length: (Nearest Tenth, State Unit of Measure) 0.5 Miles				Project No.: C50-L59														
Signature: 		Title: Highway Superintendent		Date: 2-17-15														

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: In Sections 21,22,23, and 24 of T8N-R14W in Kearney County Also known as Carpenter Road blocks 1500, 1600, 1700 and 1800																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> Gravel																		
Average Daily Traffic: 2003 = 150, 2013 = 175		Classification Type: <i>(As shown on Functional Classification Map)</i> Other Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: ROA-3	Surfacing	Thickness: 6.0 Width: 22.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized		<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																
Other Construction Features:																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
	200.0			800.0		1000.0												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> 4.0 Miles				Project No.: C50-N33														
Signature:		Title: Highway Superintendent		Date: 2-17-15														

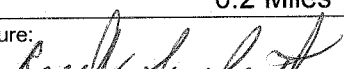
Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 1 T7N R13W And Section 36 T8N R13W in Kearney County Also known as T 2400																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																		
Average Daily Traffic: 2007 = 30, 2017 = 35		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 26.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Replace or Extend Existing Culverts 2" Layer of Gravel																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 8.0	★ CITY																
	★ STATE	★ FEDERAL																
	★ OTHER	TOTAL 8.0																
Project Length: (Nearest Tenth, State Unit of Measure) 1.0 Miles		Project No.: C50-N36																
Signature:		Title: Highway Superintendent Date: 2-17-15																


Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2014-2015	City:	Village:																
Location Description: Beginning at the Northwest Corner of Section 32 commencing east to the southeast corner of section 25, T5N, R16W also known as B Road, 200, 300, 400, 500 and 600 Blocks																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Asphalt																		
Average Daily Traffic: 2015 = 400, 2035 = 750		Classification Type: (As shown on Functional Classification Map) Other Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: ROA3	Surfacing	Thickness: 3" Width: 20'																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input checked="" type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: pavement marking																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">ESTIMATED COST (in Thousands)</th> <th style="width: 15%;">★ COUNTY</th> <th style="width: 15%;">★ CITY</th> <th style="width: 15%;">★ STATE</th> <th style="width: 15%;">★ FEDERAL</th> <th style="width: 15%;">★ OTHER</th> <th style="width: 10%;">TOTAL</th> </tr> </thead> <tbody> <tr> <td>★ OPTIONAL</td> <td style="text-align: center;">110</td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">110</td> </tr> </tbody> </table>			ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL	110					110		
ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
★ OPTIONAL	110					110												
Project Length: (Nearest Tenth, State Unit of Measure) 5.0 Miles																		
Project No.: C50-B-200																		
Signature:		Title: Highway Superintendent																
		Date: 1-23-15																

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2014-2015		City:		Village:		
Location Description: Between Sections 35 & 26 of Township 6 North (T6N), Range 15 West (R15W), the west half (1/2) mile. Also known as H Road Block 1100						
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel						
Average Daily Traffic: 2015 = 75, 2035 = 150			Classification Type: (As shown on Functional Classification Map) Local			
PROPOSED IMPROVEMENT						
Design Standard Number: RL3		Surfacing		Thickness: 2"	Width: 20'	
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting			
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>			
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>			
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>			
Bridge to Remain in Place		Roadway Width:	Length:		Type:	
New Bridge		Roadway Width:	Length:		Type:	
Box Culvert		Span:	Rise:	Length:	Type:	
Culvert		Diameter: 15	Length: 40		Type: CMP	
Bridges and Culverts Sized		<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending				
Other Construction Features: We will raise the Road 2 feet to match the intersection and install an equalizer culvert						
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL
	8					8
Project Length: (Nearest Tenth, State Unit of Measure) 0.2 Miles			Project No.: C50-H-1100			
Signature: 		Title: Highway Superintendent		Date: 1-23-15		

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Beginning in the NW corner of Section 21 T7N R16W Thence Eastward to the SE corner of Section 16 T7N R16W Also known as P Road block 300																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																		
Average Daily Traffic: 2012 = 35, 2022 = 45		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 26.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter: 30.0	Length: 40.0 Type: CMP																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: 2" Gravel 1-CMP 30"x40'																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 8.0	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL 8.0												
Project Length: (Nearest Tenth, State Unit of Measure) 1.0 miles				Project No.: C50-P-300														
Signature: 		Title: Highway Superintendent		Date: 2-17-15														

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Between Sections 2 & 11. T7N, R16W in Kearney County West of 1/2 mile line Also known as S 500																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																		
Average Daily Traffic: 2013 = 50, 2023 = 75		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-2	Surfacing	Thickness: 6.0 Width: 22.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Contracted Surfacing																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;">ESTIMATED COST (in Thousands)</th> <th style="width: 15%;">★ COUNTY</th> <th style="width: 15%;">★ CITY</th> <th style="width: 15%;">★ STATE</th> <th style="width: 15%;">★ FEDERAL</th> <th style="width: 15%;">★ OTHER</th> <th style="width: 15%;">TOTAL</th> </tr> <tr> <td>★ OPTIONAL</td> <td>125.0</td> <td></td> <td></td> <td></td> <td></td> <td>125.0</td> </tr> </table>			ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL	125.0					125.0		
ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
★ OPTIONAL	125.0					125.0												
Project Length: (Nearest Tenth, State Unit of Measure) 0.5 Miles		Project No.: C50-S-550																
Signature:		Title: Highway Superintendent Date: 2-17-15																


Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2014-2015	City:	Village:																		
Location Description: Beginning at the Northwest corner of Section 28 of Township 8 North (T8N), Range 14 West (R14W), commencing easterly to the southeast corner of Section 22 of Township 8 North (T8N), Range 14 West (R14W). Also know as V Road Blocks 1500 and 1600.																				
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																				
Average Daily Traffic: 2015 = 200, 2035 = 350		Classification Type: (As shown on Functional Classification Map) Local																		
PROPOSED IMPROVEMENT																				
Design Standard Number: RL1	Surfacing	Thickness: 6" Width: 22'																		
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>		
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting																	
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>																	
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>																	
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>																	
Bridge to Remain in Place	Roadway Width:	Length: Type:																		
New Bridge	Roadway Width:	Length: Type:																		
Box Culvert	Span: Rise: Length: Type:																			
Culvert	Diameter: 15 Length: 40 Type: CMP																			
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																			
Other Construction Features: New Asphalt from gravel and Pavement markings																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;">ESTIMATED COST (in Thousands)</th> <th style="width: 15%;">★ COUNTY</th> <th style="width: 15%;">★ CITY</th> <th style="width: 15%;">★ STATE</th> <th style="width: 15%;">★ FEDERAL</th> <th style="width: 15%;">★ OTHER</th> <th style="width: 15%;">TOTAL</th> </tr> <tr> <td>★ OPTIONAL</td> <td>800</td> <td></td> <td></td> <td></td> <td></td> <td>800</td> </tr> </table>							ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL	800					800
ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL														
★ OPTIONAL	800					800														
Project Length: (Nearest Tenth, State Unit of Measure) 2.0 Miles				Project No.: C50-V-1500																
Signature:		Title: Highway Superintendent		Date: 1-23-2015																


Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Begin at the SE corner of Section 3 Thence North 1/4 of Mile to corner of SW 1/4 of Section 2, T7N, R16W In Kearney County Also known as 24 Road Block 1800																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Dirt/Gravel																		
Average Daily Traffic: 2013 = 5, 2023 = 50		Classification Type: (As shown on Functional Classification Map) Minimum Maintenance																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 20.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise:	Length: Type:																
Culvert	Diameter:	Length: Type:																
Bridges and Culverts Sized		<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																
Other Construction Features: Moving from Minimum Maintenance to Local Road																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
	5.0					5.0												
Project Length: (Nearest Tenth, State Unit of Measure) 0.2 miles			Project No.: C50-24-1800															
Signature:			Title: Highway Superintendent		Date: 2-17-15													

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2014-2015	City:	Village:																		
Location Description: Between Sections 18 & 17 of Township 6 North (T6N), Range 15 West (R15W), the north quarter (1/4) of a mile. Also known as 27 Road Block 1000																				
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Gravel																				
Average Daily Traffic: 2015 = 75, 2035 = 150		Classification Type: (As shown on Functional Classification Map) Local																		
PROPOSED IMPROVEMENT																				
Design Standard Number: RL3	Surfacing	Thickness: 2" Width: 20'																		
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>		
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting																	
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>																	
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>																	
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>																	
Bridge to Remain in Place	Roadway Width:	Length: Type:																		
New Bridge	Roadway Width:	Length: Type:																		
Box Culvert	Span: Rise: Length: Type:																			
Culvert	Diameter: 18 Length: 40 Type: CMP																			
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																			
Other Construction Features: We will raise the Road 2 feet to match the intersection and install an equalizer culvert																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;">ESTIMATED COST (in Thousands)</th> <th style="width: 15%;">★ COUNTY</th> <th style="width: 15%;">★ CITY</th> <th style="width: 15%;">★ STATE</th> <th style="width: 15%;">★ FEDERAL</th> <th style="width: 15%;">★ OTHER</th> <th style="width: 15%;">TOTAL</th> </tr> <tr> <td>★ OPTIONAL</td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td>6</td> </tr> </table>							ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL	6					6
ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL														
★ OPTIONAL	6					6														
Project Length: (Nearest Tenth, State Unit of Measure) 0.2 Miles				Project No.: C50-27-1000																
Signature: 		Title: Highway Superintendent		Date: 1-23-2015																

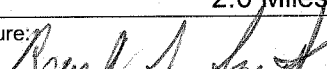
Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Begin at the NW corner of Section 36, T5N, R15W thence southerly to the SE corner of Section 35, T5N, R15W In Kearney County Also known as 31 Road Blocks 100																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Dirt																		
Average Daily Traffic: 2011 = 25, 2021 = 50		Classification Type: (As shown on Functional Classification Map) Local																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 20.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: 24.0 Length: 40.0 Type: CMP																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: There will be a total of (3) 24"x40' CMP's in this project Replacing Existing CMP's																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 10.0	★ CITY 10.0	★ STATE 10.0	★ FEDERAL 10.0	★ OTHER 10.0	TOTAL 10.0												
Project Length: (Nearest Tenth, State Unit of Measure) 1.0 Miles			Project No.: C50-31-100															
Signature: 		Title: Highway Superintendent		Date: 2-17-15														

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: KEARNEY	City:	Village:																
Location Description: BETWEEN SECTIONS 16 & 17 OF T7N, R14W, in Kearney County ALSO KNOWN AS 34 ROAD Block 1600																		
Existing Surface Type and Structures: <i>(Such as dirt, gravel, asphalt, concrete, culvert, or bridge)</i> BRIDGE																		
Average Daily Traffic: 2014 = 50, 2034 = 150		Classification Type: <i>(As shown on Functional Classification Map)</i> LOCAL																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL2	Surfacing	Thickness: 2" Width: 20'																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: 72 Length: 40" Type: CMP																	
Bridges and Culverts Sized	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: REMOVAL OF STEEL BRIDGE IN IRRIGATION CANAL REPLACE WITH CMP WITH HEADWALL																		
ESTIMATED COST <i>(in Thousands)</i> ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
	20					20												
Project Length: <i>(Nearest Tenth, State Unit of Measure)</i> .10 MILE			Project No.: C50-34-1600															
Signature:			Title: HIGHWAY SUPERINTENDENT		Date: 1-28-2014													

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Begin at the SE corner of Section 12, T6N, R14W Thence Northly to the NW corner of Section 6, T6N, R13W in Kearney County Also known as 38 Road Blocks 1100 & 1200																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Dirt/Gravel																		
Average Daily Traffic: 2013 = 5, 2023 = 50		Classification Type: (As shown on Functional Classification Map) Minimum Maintenance																
PROPOSED IMPROVEMENT																		
Design Standard Number: RL-3	Surfacing	Thickness: 2.0 Width: 20.0																
<table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input checked="" type="checkbox"/> Drainage Structures</td> <td><input checked="" type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input checked="" type="checkbox"/> Fencing	<input type="checkbox"/>	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input checked="" type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input checked="" type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input checked="" type="checkbox"/> Drainage Structures	<input checked="" type="checkbox"/> Fencing	<input type="checkbox"/>															
<input type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: 24.0 Length: 40.0 Type: CMP																	
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Moving from Mimimum Maintenance to Local Road Hydraulic Analysis Pending																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY 30.0	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL 30.0												
Project Length: (Nearest Tenth, State Unit of Measure) 2.0 Miles				Project No.: C50-38-1100/1200														
Signature: 		Title: Highway Superintendent		Date: 7-23-15														

Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2014-2015	City:	Village:																
Location Description: Starting at the Southeast corner of Section 32 T5N, R13W and commencing North to the Northwest corner of Section 28. Also known as 40 Road (Blocks 100, 200)																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Asphalt																		
Average Daily Traffic: 2014 = 50, 2024 = 150		Classification Type: (As shown on Functional Classification Map) Other Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: ROA3	Surfacing	Thickness: 3" Width: 20'																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length: Type:																	
Culvert	Diameter: Length: Type:																	
Bridges and Culverts Sized <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																		
Other Construction Features: Shouldering will be done also and pavement marking																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 15%;">ESTIMATED COST (in Thousands)</th> <th style="width: 15%;">★ COUNTY</th> <th style="width: 15%;">★ CITY</th> <th style="width: 15%;">★ STATE</th> <th style="width: 15%;">★ FEDERAL</th> <th style="width: 15%;">★ OTHER</th> <th style="width: 15%;">TOTAL</th> </tr> <tr> <td>★ OPTIONAL</td> <td style="text-align: center;">180</td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">180</td> </tr> </table>			ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL	★ OPTIONAL	180					180		
ESTIMATED COST (in Thousands)	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
★ OPTIONAL	180					180												
Project Length: (Nearest Tenth, State Unit of Measure) 2.5 Miles																		
Project No.: C50-40-100																		
Signature:		Title: Highway Superintendent Date: 2-17-15																


Board of Public Roads Classifications and Standards
Form 7 One- and Six-Year Plan
Highway or Street Improvement Project

County: Kearney County 2013-2014	City:	Village:																
Location Description: Beginning at the SW Corner of Section 32 T6N R13W thence North to thw SW Corner of 21 T6N R13W, in Kearney County Also Known as 40 Road 700 & 800 Blocks																		
Existing Surface Type and Structures: (Such as dirt, gravel, asphalt, concrete, culvert, or bridge) Asphalt																		
Average Daily Traffic: 2012 = 200, 2022 = 240		Classification Type: (As shown on Functional Classification Map) Other Arterial																
PROPOSED IMPROVEMENT																		
Design Standard Number: ROA-3	Surfacing	Thickness: 2.0 Width: 22.0																
<table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Grading</td> <td><input type="checkbox"/> Concrete</td> <td><input type="checkbox"/> Right of Way</td> <td><input type="checkbox"/> Lighting</td> </tr> <tr> <td><input type="checkbox"/> Aggregate</td> <td><input type="checkbox"/> Curb & Gutter</td> <td><input type="checkbox"/> Utility Adjustments</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input type="checkbox"/> Armor Coat</td> <td><input type="checkbox"/> Drainage Structures</td> <td><input type="checkbox"/> Fencing</td> <td><input type="checkbox"/></td> </tr> <tr> <td><input checked="" type="checkbox"/> Asphalt</td> <td><input type="checkbox"/> Erosion Control</td> <td><input type="checkbox"/> Sidewalks</td> <td><input type="checkbox"/></td> </tr> </table>			<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting	<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>	<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>	<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>
<input type="checkbox"/> Grading	<input type="checkbox"/> Concrete	<input type="checkbox"/> Right of Way	<input type="checkbox"/> Lighting															
<input type="checkbox"/> Aggregate	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Utility Adjustments	<input type="checkbox"/>															
<input type="checkbox"/> Armor Coat	<input type="checkbox"/> Drainage Structures	<input type="checkbox"/> Fencing	<input type="checkbox"/>															
<input checked="" type="checkbox"/> Asphalt	<input type="checkbox"/> Erosion Control	<input type="checkbox"/> Sidewalks	<input type="checkbox"/>															
Bridge to Remain in Place	Roadway Width:	Length: Type:																
New Bridge	Roadway Width:	Length: Type:																
Box Culvert	Span: Rise: Length:	Type:																
Culvert	Diameter: Length:	Type:																
Bridges and Culverts Sized	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> Hydraulic Analysis Pending																	
Other Construction Features: Miller and Overlay 2 Inches Asphalt																		
ESTIMATED COST (in Thousands) ★ OPTIONAL	★ COUNTY	★ CITY	★ STATE	★ FEDERAL	★ OTHER	TOTAL												
	400.0					400.0												
Project Length: (Nearest Tenth, State Unit of Measure) 2.0 Miles				Project No.: C50-40-700-900 (A)														
Signature:		Title: Highway Superintendent		Date: 2-17-15														

Board of Public Roads Classifications and Standards
Form 8 Summary of One Year Plan

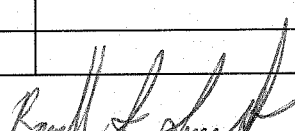
Year Ending December 31, 2014

Sheet 1 of 1

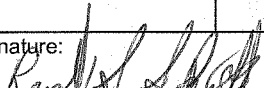
County: KEARNEY		City:		Village:	
PRIORITY NUMBER	PROJECT NUMBER	LENGTH (Nearest Tenth)	UNIT OF MEASURE	Estimated Cost	REMARKS
	C50-B-200	5.0	Mile	110.0	Surfacing
	C50-G62	1.0	Mile	8.0	Grading
	C50-L58	0.5	Mile	50.0	Structure
	C50-N36	1.0	Mile	8.0	Grading
	C50-40-100	2.5	Miles	180.0	Surfacing
Signature: 		Title: Highway Superintendent			Date: February 17, 2015

Form 9 Summary of Six-Year Plan

Six-Year Period EndingDecember 31, 2021..... Sheet 1 of 1

COUNTY: KEARNEY		CITY		VILLAGE:	
PRIORITY NUMBER	PROJECT NUMBER	LENGTH (Nearest Tenth)	UNIT OF MEASURE	ESTIMATED COST (Thousands)	REMARKS
0	C50-A41	4.0	miles	300.0	SURFACING
0	C50-B54	1.0	mile	8.0	GRADING
0	C50-B59	1.0	mile	8.0	GRADING
0	C50-B60	0.5	mile	40.0	STRUCTURE/GRADING
0	C50-C31	1.0	mile	8.0	GRADING
0	C50-D35	1.0	mile	8.0	GRADING
0	C50-D42	1.0	mile	8.0	GRADING
0	C50-F31	1.0	mile	8.0	GRADING
0	C50-G54	0.1	mile	8.0	STRUCTURE
0	C50-G62	1.0	mile	8.0	GRADING
0	C50-I46	0.1	mile	50.0	STRUCTURE
0	C50-K28	1.0	mile	8.0	GRADING
0	C50-L46	1.0	mile	20.0	GRADING
0	C50-L51	1.0	mile	8.0	GRADING
0	C50-L55	1.0	mile	8.0	GRADING
0	C50-L56	0.5	mile	125.0	SURFACING
0	C50-L58	0.5	Mile	50.0	STRUCTURE
0	C50-L59	0.5	Mile	50.0	STRUCTURE
0	C50-N33	4.0	miles	1000.0	SURFACING
0	C50-N36	1.0	Mile	8.0	GRADING
0	C50-B-200	5.0	Miles	110.0	SURFACING
0	C50-H-1100	0.2	Miles	8.0	GRADING
0	C50-P-300	1.0	Mile	8.0	GRADING
0	C50-S-550	0.5	Mile	125.0	SURFACING
0	C50-V-1500	2.0	Miles	800.0	SURFACING
0	C50-24-1800	0.2	Mile	5.0	GRADING
0	C50-27-1000	0.2	Mile	6.0	GRADING
0	C50-31-100	1.0	Mile	10.0	GRADING
0	C50-34-1600	0.1	Mile	20.0	STRUCTURE
0	C50-38-1100/1200	2.0	Mile	30.0	GRADING
0	C50-40-100	2.5	Miles	180.0	SURFACING
0	C50-40-700-900 (A)	2.0	Mile	400.00	SURFACING
0					
Signature: 		Title: Highway Superintendent		Date: February 18, 2014	

Highway or Street Improvement

County: Kearney		City		Village:		
Project Number	Length	Unit of Measure	Projected Cost <i>(Thousands)</i>	Contract Project	Own Forces	Date Completed <i>(Actual or Estimated)</i>
C50-C31	1.0	Mile	8.0			Carry To 6 Year
C50-G60	0.5	Mile	12.7		X	05-05-2014
C50-G62	1.0	Mile	8.0			Carry To 1 Year
C50-L58	0.5	Mile	125.0			Carry To 1 Year
C50-N36	1.0	Mile	8.0			Carry To 1 Year
C50-26-800	3.2	Miles	490.7	X		06-30-2014
C50-29-800	1.0	Mile	8.2		X	04-10-2014
C50-40-100	2.5	Miles	360.0			Carry To 1 Year
C50-41-1600	0.5	Miles	14.1		X	05-19-2014
Signature: 		Title: Highway Superintendent				Date: February 17, 2015