

# McCOOK, NEBRASKA COMPREHENSIVE PLAN 2013-2023



**PREPARED FOR: THE CITIZENS OF THE CITY OF McCOOK, NEBRASKA.**

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

# McCOOK, NEBRASKA COMPREHENSIVE PLAN 2013 - 2023

Mayor  
Dennis Berry

City Manager  
J. Jeff Hancock

McCOOK CITY COUNCIL  
Mike Gonzales, Vice-President  
Jerry Calvin  
Janet Hepp  
Bruce McDowell

McCOOK ECONOMIC DEVELOPMENT CORPORATION  
Rex Nelson, Executive Director  
Mary Kircher, Housing Development Director

McCOOK PLANNING COMMISSION  
Kurt Vosburg, Chair  
Flora Lundberg  
Don Harpst  
Michael Ecklund  
Lonnie Anderson  
Tammie Hilker  
Chad Lyons  
Jerda Garey-Vickers  
Dale Dueland  
Becky Kilpatrick (Alternate)

McCOOK PLANNING STEERING COMMITTEE

|               |                 |                      |                     |                  |
|---------------|-----------------|----------------------|---------------------|------------------|
| Jeff Hancock  | Kathy Eaton     | Dennis Berry         | Leon Kuhlen         | Mark Carman      |
| Rex Nelson    | Terri Shipshock | Tammie Hilker        | Bruce McDowell      | Richard Hauxwell |
| Mary Kircher  | Rebecca Dutcher | Jennifer Morgan      | Lena Koebel         | Bill Davis       |
| Jesse Dutcher | Greg Wolford    | Cody Dame            | Jerold Gerrey       | Bill Burton      |
| Kyle Pothoff  | Cloyd Clark     | Brian & Saran Garcia | Kurt Vosburg        | Camy Bradley     |
| Don Harpst    | Matt Sehnert    | Greg Hepp            | Jeff Gross          | Chad Lyons       |
| Mark Friehe   | Flora Lundberg  | Gary Dicenta         | Jerda Garey-Vickers | Dave Dueland     |
| Will Midkiff  | Ronald Nielsen  |                      |                     |                  |

The **Comprehensive Plan** was funded by the **McCook Economic Development Corporation**, **City of McCook**, and the **Nebraska Investment Finance Authority**. The **Comprehensive Plan** was completed with the guidance and direction of the **McCook Planning Commission**.

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

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

\*Lincoln, Nebraska\* 402.464.5383 \*

\*Becky Hanna, Tim Keelan, Lonnie Dickson, AICP, Keith Carl\*

# TABLE OF CONTENTS

|                                   |  |                    |
|-----------------------------------|--|--------------------|
| <b>PARTICIPANTS.....</b>          |  | <b>i</b>           |
| <b>TABLE OF CONTENTS.....</b>     |  | <b>ii</b>          |
| <b>LIST OF TABLES.....</b>        |  | <b>vi</b>          |
| <b>LIST OF ILLUSTRATIONS.....</b> |  | <b>vii</b>         |
| <b><u>SECTION</u></b>             | <b><u>TITLE</u></b>  | <b><u>PAGE</u></b> |
| <b><u>SECTION 1</u></b>           | <b>THE McCOOK PLANNING PROCESS.</b>                        |                    |
|                                   | - Introduction.....  | 1.1                |
|                                   | - Planning Period.....                                     | 1.1                |
|                                   | - Planning Jurisdiction.....                               | 1.1                |
|                                   | - Authority To Plan.....                                   | 1.1                |
|                                   | - Community Summary.....                                   | 1.2                |
|                                   | - Responsible Growth And Development.....                  | 1.2                |
|                                   | - The Plan As A Community & Economic Development Tool..... | 1.3                |
|                                   | - Organization Of The Plan.....                            | 1.3                |
|                                   | - McCook Planning Steering Committee.....                  | 1.5                |
| <b><u>SECTION 2</u></b>           | <b>COMMUNITY GOALS &amp; ACTION STEPS.</b>                 |                    |
|                                   | - Introduction.....  | 2.1                |
|                                   | - Community Growth, Land Use & Zoning.....                 | 2.2                |
|                                   | - Housing & Residential Development.....                   | 2.5                |
|                                   | - Education And Community/Economic Development.....        | 2.9                |
|                                   | - Transportation.....                                      | 2.14               |
| <b><u>SECTION 3</u></b>           | <b>POPULATION, INCOME &amp; ECONOMIC PROFILE.</b>          |                    |
|                                   | - Introduction.....  | 3.1                |
|                                   | - Population Profile.....                                  | 3.2                |
|                                   | - Income Profile.....                                      | 3.4                |
|                                   | - Economic Profile.....                                    | 3.6                |

## TABLE OF CONTENTS (Continued)

### SECTION 4

#### **LAND USE, GROWTH & REDEVELOPMENT.**

|   |      |
|---|------|
| - Introduction.....                                       | 4.1  |
| - Proper Land Use Practices.....                          | 4.1  |
| - Identification Of Future Growth Areas.....              | 4.1  |
| - Location.....   | 4.1  |
| - Historical Development.....                             | 4.2  |
| - The Natural Environment.....                            | 4.3  |
| - Soil Associations.....                                  | 4.3  |
| - Watersheds.....   | 4.6  |
| - Wellhead Protection Program.....                        | 4.6  |
| - Climate.....  | 4.7  |
| - Land Use Analysis.....                                  | 4.7  |
| - Existing Land Use Profile.....                          | 4.7  |
| - The Built Environment.....                              | 4.8  |
| - Parks/Recreational.....                                 | 4.9  |
| - Public/Quasi-Public.....                                | 4.9  |
| - Residential.....  | 4.9  |
| - Commercial.....   | 4.12 |
| - Industrial.....   | 4.12 |
| - Future Land Use.....                                    | 4.13 |
| - Infill Developments.....                                | 4.13 |
| - Parks & Recreation.....                                 | 4.14 |
| - Public/Quasi-Public.....                                | 4.14 |
| - Residential Areas.....                                  | 4.14 |
| - Commercial.....   | 4.17 |
| - Industrial.....   | 4.18 |
| - Intensive Agricultural Uses.....                        | 4.18 |
| - Land Use Plan Implementation.....                       | 4.19 |
| - Annexation Policy.....                                  | 4.19 |
| - Zoning.....   | 4.20 |
| - Neighborhood Area Plans.....                            | 4.23 |
| - Neighborhood Preservation & Development Priorities..... | 4.27 |

# TABLE OF CONTENTS (Continued)

**SECTION 5**

**PUBLIC FACILITIES, UTILITIES & TRANSPORTATION.**

- Introduction..... 5.1
- Schools/Education..... 5.3
  - District Facilities..... 5.3
  - Future District Project & Program Recommendations..... 5.4
  - Library..... 5.5
- Parks & Recreation..... 5.6
  - City Parks..... 5.6
- Health, Wellness & Elderly Services..... 5.8
- Public Safety, Government & Commerce..... 5.9
  - Public Safety..... 5.9
  - Government..... 5.10
  - Commerce..... 5.10
- Public Utilities..... 5.11
  - Water System..... 5.11
  - Waste Water System..... 5.11
  - Utility Growth Areas..... 5.12
  - Natural Gas..... 5.14
  - Electricity..... 5.14
  - Cable TV..... 5.14
  - Internet..... 5.14
  - Telephone..... 5.14
  - Solid Waste Collection..... 5.14
- Transportation..... 5.15
  - Traffic Volume..... 5.15
  - Road Classifications..... 5.21
  - Future McCook Transportation System..... 5.22

## **TABLE OF CONTENTS (Continued)**

|                         |   |      |
|-------------------------|---|------|
| <b><u>SECTION 6</u></b> | <b>COMMUNITY &amp; ECONOMIC DEVELOPMENT PROFILE &amp; PLAN.</b> |      |
|                         | - Introduction.....   | 6.1  |
|                         | - Existing Conditions.....                                      | 6.1  |
|                         | - Community Development Plan.....                               | 6.2  |
|                         | - Housing Rehabilitation.....                                   | 6.2  |
|                         | - Downtown/Highway Commercial Areas.....                        | 6.3  |
|                         | - Historic Preservation.....                                    | 6.5  |
|                         | - Heritage Nebraska “Main Street” Program.....                  | 6.6  |
|                         | - Nebraska Community Development law.....                       | 6.6  |
|                         | - Existing Economic Conditions.....                             | 6.7  |
|                         | - Economic Expectations.....                                    | 6.7  |
|                         | - Housing & Economic Development.....                           | 6.8  |
|                         | - Business & Industrial Development.....                        | 6.9  |
|                         | - The Community And Economic Development Strategy.....          | 6.10 |
|                         | - Downtown Revitalization Plan.....                             | 6.13 |
| <b><u>SECTION 7</u></b> | <b>ENERGY ELEMENT.</b>  |      |
|                         | - Introduction.....   | 7.1  |
|                         | - Public Power Distribution.....                                | 7.1  |
|                         | - Generating Resources.....                                     | 7.2  |
|                         | - Sources of NPPD Energy Production.....                        | 7.3  |
|                         | - Electrical Energy Consumption.....                            | 7.4  |
|                         | - State-Wide Trends In Energy Consumption.....                  | 7.5  |
|                         | - Conservation Potential Of Net Metering.....                   | 7.6  |
|                         | - Large Scale Wind Towers.....                                  | 7.6  |
|                         | - Energy Conservation Policies.....                             | 7.7  |
| <b><u>APPENDIX</u></b>  | <b>McCOOK ONE- AND SIX-YEAR STREET IMPROVEMENT PLAN.</b>        |      |

# LIST OF TABLES

| <u>TABLE</u> | <u>TITLE</u>   | <u>PAGE</u> |
|--------------|--|-------------|
| 3.1          | Population Trends & Projections<br>McCook, Nebraska<br>2000-2023.....  | 3.2         |
| 3.2          | Population Age Distribution<br>Trends & Projections<br>McCook, Nebraska<br>2000-2023.....                          | 3.3         |
| 3.3          | Household Income<br>Trends & Projections<br>McCook, Nebraska<br>2000-2023.....                                     | 3.4         |
| 3.4          | Estimated Owner Households By Income<br>Cost Burdened With Housing Problems<br>McCook, Nebraska<br>2000-2023.....  | 3.5         |
| 3.5          | Estimated Renter Households By Income<br>Cost Burdened With Housing Problems<br>McCook, Nebraska<br>2000-2023..... | 3.5         |
| 4.1          | History Of Population<br>McCook, Nebraska<br>1960-2010.....  | 4.3         |
| 4.2          | Existing & Future Land Use Capacity Matrix<br>McCook, Nebraska<br>2013-2023.....                                   | 4.8         |
| 7.1          | Electric Consumption – Annual Revenue By Category<br>McCook, Nebraska<br>2010-2012.....                            | 7.4         |

# LIST OF ILLUSTRATIONS

| <u>ILLUSTRATION</u> | <u>TITLE</u>  | <u>PAGE</u> |
|---------------------|---|-------------|
| 4.1                 | General Soil Associations Map.....                          | 4.4         |
| 4.2                 | Existing Land Use Map – Corporate Limits.....               | 4.10        |
| 4.3                 | Existing Land Use Map – Planning Jurisdiction.....          | 4.11        |
| 4.4                 | Future Land Use Map – Corporate Limits.....                 | 4.15        |
| 4.5                 | Future Land Use Map – Planning Jurisdiction.....            | 4.16        |
| 4.6                 | Redevelopment Areas Map.....                                | 4.20        |
| 4.7                 | Official Zoning Map – Corporate Limits.....                 | 4.21        |
| 4.8                 | Official Zoning Map – Planning Jurisdiction.....            | 4.22        |
| 5.1                 | Public Facilities Map.....                                  | 5.2         |
| 5.2                 | Utility Growth Areas.....                                   | 5.12        |
| 5.3                 | State Functional Classifications.....                       | 5.15        |
| 5.4                 | Annual Average 24-Hour Traffic – 2007.....                  | 5.16        |
| 5.5                 | Annual Average 24-Hour Traffic – 2009.....                  | 5.17        |
| 5.6                 | Annual Average 24-Hour Traffic – 2011.....                  | 5.18        |
| 5.7                 | Annual Average 24-Hour Traffic – Planning Jurisdiction..... | 5.19        |

**SECTION 1**  
**THE McCOOK**  
**PLANNING PROCESS.**



# SECTION 1

## *The McCook Planning Process...*



### INTRODUCTION

---

This **McCook, Nebraska Comprehensive Plan** was prepared as a tool to assist in planning for future stability and development in the City and the respective Two-Mile Planning Jurisdiction. The **Comprehensive Plan** contains information about existing conditions within the City, including population, land use, public facilities, utilities and transportation. This **Plan** replaces the current **Comprehensive Plan**, prepared in 1999.

The McCook planning process included the development of a **general plan**, which establishes specific and practical guidelines for improving existing conditions and controlling future growth. The **Plan** itself presents a planning program designed to identify and develop policies in the areas of **Community Growth, Land Use & Zoning, Housing & Residential Development, Transportation Systems, Education & Community/Economic Development.**

The **Comprehensive Plan** was prepared under the direction of the **McCook Planning Commission**, with the assistance of a **Planning Steering Committee, the City Council, City Staff** and Planning Consultants, **Hanna:Keelan Associates, P.C.**, of Lincoln, Nebraska.

### PLANNING PERIOD

The Planning Period for achieving the goals, programs and community and economic development activities identified in this **McCook, Nebraska Comprehensive Plan** is **10 years.**

### PLANNING JURISDICTION

The City of McCook Planning Jurisdiction includes the land areas within the Corporate Limits and the area within two miles of the City. The City enforces planning, zoning and subdivision regulations within the two-mile limit, in accordance with Nebraska State Statutes.

### AUTHORITY TO PLAN

This **Comprehensive Plan** for the City of McCook is prepared under the Authority of Section 19-924 to 929, Nebraska State Statutes 1943, as Amended.

## COMMUNITY SUMMARY

The City of McCook, the County-Seat of Red Willow County, is located in southwestern Nebraska, near the Nebraska/Kansas State Line. The City is serviced by U.S. Highways 6, 34 and 83, as well as Burlington Northern Santa Fe Railroad and the Ben Nelson Regional Airport. Currently (2013), an estimated 7,656 residents live in McCook.

The City is in a position to determine the community and economic development enhancements most needed and desired to better serve persons and families interested in small town living. The Community of McCook offers a variety of amenities including Public and Parochial Schools, a Community College, restaurants, governmental services, grocery and convenience stores, senior center, hospital, etc.

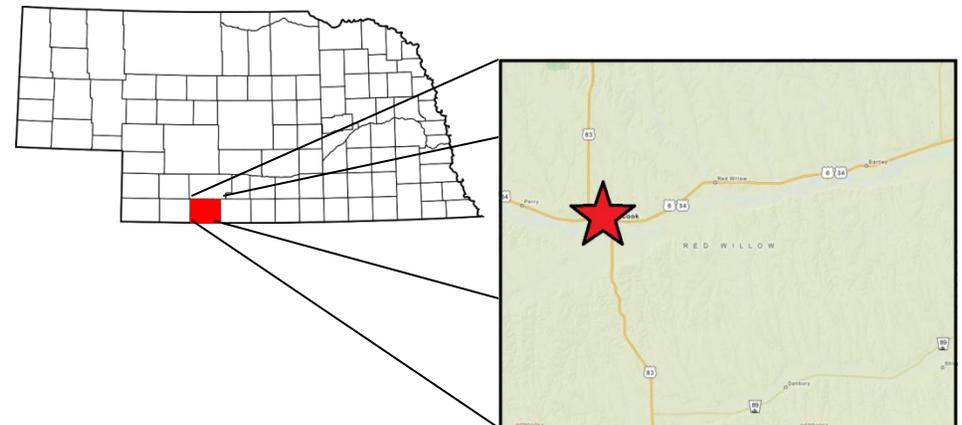
Downtown McCook is located along the Highway 6/34 Corridor, and northward along George Norris Avenue. Downtown consists mostly of professional offices, banks, McCook City Office and the U.S. Post Office.

Most of the major employers in McCook are located along the Highway 6/34 Corridor, including **Valmont Irrigation, McCook Community Hospital, Parker Hannifin and McCook Public Schools**. The Community has the unique advantage of being considered a “regional hub” for commercial and industrial activity in southwest Nebraska.

## RESPONSIBLE GROWTH AND DEVELOPMENT

**The McCook Comprehensive Planning Process promotes responsible growth and sustainability of Community services and values.** This includes an understanding of the growth potential within the existing built environs of McCook, as well as the support for preserving the agricultural and natural resources associated with the City. Undeveloped areas within the Two-Mile Planning Jurisdiction of McCook will be assigned land uses and zoning classifications capable of preserving the integrity of these areas, while providing for controlled, well planned growth throughout the 10-year planning period.

**Responsible growth and development activities** will include the ongoing planning and implementation of needed public facilities, utilities and transportation systems in McCook. The Community is cognizant of its commercial, industrial, social and recreational needs, but will need to continue to upgrade and develop modern, accessible public facilities and infrastructure to meet an increasing demand for these services.



## ***THE PLAN AS A COMMUNITY & ECONOMIC DEVELOPMENT TOOL***

---

The **McCook Comprehensive Plan** has been designed to **enhance both community and economic development efforts**, which will promote the stability of the local economy. To accomplish this, local leaders will need to react to changing economic conditions and access both public and private financing programs available to meet and aid in financing these changes. Local decisions will need to enhance community and economic development opportunities, as well as preserve local values. The Community's ability to utilize both Tax Increment Financing and LB840 sales tax for economic development will play an important role in growth opportunities for McCook. Citizen input will be needed to assist and enhance this political decision making process.

**The City of McCook has a Community Development Agency to serve as a vehicle to plan and implement residential, commercial, and industrial redevelopment activities in the City. The City has officially designated three Redevelopment Areas.**

The **Future Land Use Maps** for the City of McCook included in this **Comprehensive Plan** encourages growth and expansion of the City during the 10-year planning period. The City must improve and enhance the older sections of McCook, including the Downtown and surrounding neighborhoods. The City should establish incentives for public and private partnerships for redevelopment to coincide with community growth and expansion. Incentives such as LB840 sales tax, Tax Increment Financing, Historic Tax Credits, Community Development Block Grants and a variety of housing and economic development funding sources, coupled with private financing, should be utilized by the Community to achieve the goals contained within this **Comprehensive Plan**.

Providing safe, modern and affordable housing in McCook, during the next 10 years, will insure a population base capable of supporting various important businesses and services in the Community.

Under the direction of the McCook Economic Development Corporation-Housing Office, a new **Community Housing Study** was completed in 2013. The Study includes a Five-Year Housing Action Plan, complete with a list of housing programs for both the

construction of new housing and the rehabilitation of the existing housing stock.

The **Housing Study** includes a "Downtown Housing Initiative" to encourage the development of additional housing in the City's Central Business District.

Housing development activities, in McCook, coupled with new housing opportunities for both elderly and young families, should be considered. The City should support housing improvement and development efforts as a means of both expanding the population and local tax base.

## ***ORGANIZATION OF THE PLAN***

---

The creation of the **McCook Comprehensive Plan** included the implementation of both **qualitative** and **quantitative research activities**, in an effort to gather pertinent planning information and data. The **qualitative approach** included a comprehensive citizen participation process consisting of Planning Commission and Planning Steering Committee meetings and the implementation of a Community Survey in an effort to assess the needs and wants of the local citizenry.

The **quantitative approach** included the analysis of the various components of the **Comprehensive Plan** utilizing numerous statistical data bases provided by the 2000 and 2010 Census, the 2006-2010 American Community Survey and information from other pertinent Local, State and Federal Agencies.

The **quantitative approach** also included on-site field research activities to determine the present condition and profiles of local land use, housing, public infrastructure and facilities, transportation and environmental issues.

**Combining the results of these two important research approaches produced this Comprehensive Plan.**

**This Comprehensive Plan includes the following seven Sections:**

- ❖ **The McCook Planning Process.**
- ❖ **Community Goals & Action Steps.**
- ❖ **Population, Income & Economic Profile.**
- ❖ **Land Use, Growth & Redevelopment.**
- ❖ **Public Facilities, Utilities & Transportation.**
- ❖ **Community & Economic Development Profile & Plan.**
- ❖ **Energy Element.**

**The One- and Six-Year Street Improvement Program in the City of McCook is included in the Appendix of this Comprehensive Plan.**

The system embodied in this community planning framework is a process that relies upon continuous feedback, as goals change and policies become more clearly defined. Planning is an ongoing process that requires constant monitoring and revision throughout the proposed planning period.

This **Comprehensive Plan** is organized into three elements as summarized below.

### **ELEMENT 1**

The **first** element of the Comprehensive Plan is the **Goals and Action Steps**. The **Goals and Action Steps** represent the foundation for which planning components are designed and eventually implemented. The **Goals and Action Steps** identified in this **Comprehensive Plan** address each component of the Plan itself. Action Steps identify specific activities the Community should undertake to accomplish the **Goals**.

### **ELEMENT 2**

The **second** element is the **Background Analysis**, which presents the research, both, quantitative and qualitative, necessary for the development of the **Plan's Goals and Action Steps**. This research included the investigation of demographic, economic, land use, housing, transportation and public facilities and utilities in McCook. The careful research of past and present data allowed for the projection of future population and development needs.

### **ELEMENT 3**

The **third** and final element of the **Comprehensive Plan** are the **Planning Components**, which presents general background analysis and future plans for land use, public facilities, infrastructure, transportation and energy consumption reduction.

## ***McCOOK PLANNING STEERING COMMITTEE***

---

The McCook Comprehensive Planning Program included the formation of a **Planning Steering Committee**, consisting of elected officials, business owners and the local citizenry. The creation of this **Committee** for the Comprehensive Plan provided the Consultant with a foundation of goals and objectives that were of high interest to the Community. The following issues, identified by Committee members and highlighted in this Comprehensive Plan, will need to be addressed during the 10-year planning period:

- Identification of residential growth areas that will support the cost effective extension of the Municipal utility system.
- Viability of Sanitation Improvement Districts as a means to support the development of rural subdivisions within the Two-Mile Planning Jurisdiction of McCook.
- Address workforce housing issues, as employees are having difficulty finding suitable housing in McCook, while major employers are reluctant to expand.
- Identify areas where infill housing can be constructed to utilize existing public utilities. However, infill housing costs far exceed the value of adjacent housing units in older neighborhoods.
- Create partnerships between major employers and public organizations to support the development of workforce housing.
- Secure properties and funding for housing development projects.
- Support a strong education system, including K-12 and College. McCook serves as a major hub in the southwest corner of Nebraska.
- Address infrastructure needs to support continued growth and redevelopment opportunities.
- Zoning & Subdivision Regulations update and an Annexation Plan to effectively implement the updated Comprehensive Plan.
- Designated Redevelopment in the City are in need of both private and public improvements.
- Enhance the “Gateway entrances” to the Community to make the City attractive to travelers and visitors to McCook.
- Local incomes and the effect on housing development and sales. The costs associated with new rental housing development exceed the current level of affordable rents.
- Address land development restrictions.
- Limited choices for affordable housing has limited population growth and encouraged the local workforce to commute from other regional Communities.
- Involve the McCook Community Foundation in Community development activities.
- Address Downtown commercial & residential growth opportunities.
- Property rehabilitation assistance is needed in many of the older neighborhoods of the City.

- Homeowners are more focused on rehabilitating their existing unit than moving or “upgrading” to a different dwelling.
- Energy efficient upgrades to existing and future homes.
- Demolition of St. Catherine is needed to support new affordable on-site housing development opportunities.
- Housing codes and permit process need to be updated along with the Zoning Regulations.
- Link between job creation and housing development.
- Housing needed in Downtown.
- Existing businesses are focused on affordable housing for new employees.
- Young people and families are moving back to McCook.
- Historic Preservation of commercial and residential buildings will attract new tenants to the Downtown.
- City is feeling the pressure of growth and the need for annexation activities. Address two-mile Planning Jurisdiction for cost effective growth.
- Transportation and community park upgrades & expansion are needed.
- Nearly 50 percent of the housing in McCook is less than sound. Reverse this trend with effective housing rehabilitation and development programs.
- City needs to open growth areas outside of the Corporate Limits and support unique development opportunities.

## ***McCOOK COMMUNITY SURVEY***

---

Residents of McCook participated in a **Community Survey**, available on social media websites, to voice their opinion on what is needed in the Community. Participants provided invaluable input towards the future of the City. The following summarizes the results of the Survey.

- 94.4 percent of participants support the City working jointly with local developers to share utility extension costs for new development.
- Residential development for single family and multifamily housing as the most important land use in McCook. Top development areas were identified as an area north of “Q” Street (between West Seventh and West 14<sup>th</sup> Streets) and North between Pawnee Drive and West Third Street.
- 83.3 percent felt the City should seek additional grant or loan programs for housing rehabilitation.
- 88.9 percent support the creation of owner and rental housing in the upper floors of downtown buildings. 94.4 percent support developing a six to 12 unit apartment complex in or near downtown.
- Participants identified area middle-income persons/families and workforce/employees as the population groups in most need of housing in McCook.
- The best attributes to the City of McCook were identified as the downtown, golf course, community college and Heritage Days celebration.
- Issues needing to be addressed include attracting new businesses, existing business retention and expansion and attracting new restaurants.

# SECTION 2 COMMUNITY GOALS & ACTION STEPS.



# SECTION 2

## Community Goals & Action Steps...

### INTRODUCTION

---

The McCook Comprehensive Plan is an essential and most appropriate tool to properly guide the development of the City. An important aspect of this Plan are the **community goals and action steps**, which provide local planners direction in the administration and overall implementation of the Comprehensive Plan. In essence, the goals and policies are the **most fundamental elements of the Plan**; the premises upon which all other elements of the **Plan** must relate.

**Action Steps help to further define the meaning of goals and represent very specific activities** to accomplish a particular Goal. In many cases, specific time lines are attached to Action Strategies. Action Strategies are the most measurable component of the **McCook Comprehensive Plan**.



**Goals are broad statements**, identifying the state or condition the citizenry wishes the primary components of the planning area to be or evolve into within a given length of time. Primary components include **Community Growth, Land Use & Zoning, Housing & Residential Development, Transportation Systems, Education & Community/Economic Development**. Goals are long-term in nature and, in the case of those identified for the **McCook Comprehensive Plan**, will be active throughout the planning period, **2013 to 2023**.

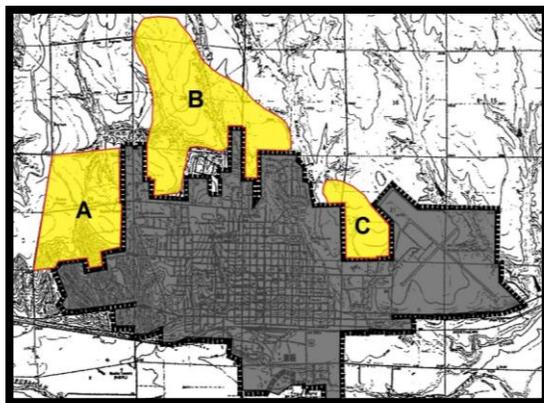


## COMMUNITY GROWTH, LAND USE & ZONING

---

**Goal 1: Population Growth Activities.** The City of McCook is projected to remain stable, but decrease slightly from the current (2013) population of 7,656, to 7,587 by 2023, representing a 0.9 percent decrease. The Community has the potential to reverse this trend, through increased economic and housing development opportunities, and increase to an estimated population of 7,693 by 2023, an increase of 37 persons.

- ◆ **Action Step 1:** Supplement projected population growth and land use needs by **maximizing development in existing land areas** served by municipal infrastructure, including the development/infill of vacant parcels within the Corporate Limits of the Community. Approximately 1,054 acres of vacant land exists within the Corporate Limits of the City of McCook. Only an estimated 40 percent of this vacant land is developable.
- ◆ **Action Step 2:** Designate a minimum of 70 acres of land to support **future residential development**. The City has a current shortage of designated “multifamily” residential land areas. The City will need to dedicate 149 acres for this residential land use type by 2023. Future residential growth areas recommended to be concentrated north of McCook.



**Area “A”** is located to the west of the City, extending north of the Heritage Hills Golf Course, west of the Highway 83 Commercial Corridor. This Area is suited for single family dwellings, duplexes and townhomes.

**Area “B”** extends to the north/northwest of the City of McCook and is generally located east of Highway 83. This region extends north of the Corporate Limits, from Q Street between West Tenth and West Sixteenth Streets, around the north part of the City to the Prairie View and Park View Subdivisions. This Area is recommended for mixed multifamily and single family residential developments.

A primary trunk sewer line runs through the center of the Area to the McCook Work Ethic Camp.

**Area “C”** is located north of the Community Hospital, between East Eleventh Street and the Ben Nelson Municipal Airport. This Area connects the Willow Ridge Retirement Center and Kelly Creek Apartments along East Eleventh Street to the Community Hospital and adjacent apartment complexes. The development of a variety of independent and assisted living elderly housing units is ideal for this Area. All necessary water and sewer mains exist in adjacent subdivisions and would be extended into Area “C” as development would occur.

- ◆ **Action Step 3: Continue the development of Commercial and Industrial Land in McCook.** An analysis of existing land uses in McCook identifies ample land areas designated for future industrial and commercial uses. The location of future automotive-oriented commercial uses are recommended along the Highway 6/34 and 83 Corridors. Future personal services and specialty retail outlets are recommended to remain in Downtown McCook. Light industrial uses and manufacturing companies should be located in designated industrial zoned areas, primarily located south of and along the Burlington Northern Santa Fe Railroad Corridor. A second industrial growth area is located northwest of the City, behind commercial land uses along and west of Highway 83.
- ◆ **Action Step 4: Maintain existing Parks, Open Space and Public/Quasi-Public Land in McCook.** The Community currently has a sufficient amount of park and recreation land, based on modern community Planning Standards. Future park land development should include the maintenance and extension of hiking and biking trail systems within the Kelley Creek corridor into the residential growth areas of McCook, along with general, annual maintenance of all park areas and equipment.



**Goal 2 – Land Use Plan:** Adopt and retain a **Land Use Plan** capable of fulfilling the residential, employment, recreational and entertainment needs of the Community of McCook. The Plan should encourage the preservation and protection of environmental resources while supporting development in the Two-Mile Planning Jurisdiction of McCook.

- ◆ **Action Step 1:** Develop solutions to **correct development barriers** in McCook, including the prohibition of intensive agricultural uses, such as feedlot operations, from developing or expanding within the Two-Mile Planning Jurisdiction.
- ◆ **Action Step 2:** Promote **residential, commercial and industrial growth areas** that are located beyond designated floodplains and sensitive soil areas.
- ◆ **Action Step 3:** Establish **Neighborhood Plans** that reflect development trends, as well as features and characteristics unique to each neighborhood. Standards should be established for infill development that complement architectural styles and materials of a particular neighborhood.
- ◆ **Action Step 4:** All future, major developments in McCook should be accompanied with a **modern utility and infrastructure system** of public and/or private utilities and a storm water drainage plan.

**Goal 3: Ordinances and Regulations:** Maintain proper **land use development ordinances** and **regulations in McCook**. Utilize the Zoning and Subdivision Regulations to implement the provisions of the Land Use Plan.

- ◆ **Action Step 1:** Adopt revised **zoning and subdivision regulations** and maintain appropriate **building codes**, which support the efficient implementation of the **Land Use Plan**. Establish new provisions within these Regulations that support mixed use, sustainable development principles, smart growth and green building practices. Subdivision requirements should include modern infrastructure standards and the incorporation of storm water management systems.
- ◆ **Action Step 2:** Utilize both **voluntary and involuntary annexation policies** in conformance with Nebraska State Statutes. These policies should serve as a guide to integrate residential and commercial growth areas adjacent the current Corporate Limits of the City of McCook. Future development should be encouraged to locate in areas which are free of environmental problems related to ground and surface water features, soil and topographic slope. The **McCook Floodplain Regulations** should be strictly enforced for all proposed developments in the City, especially in the southern portion of the Two-Mile Planning Jurisdiction. Identified residential growth areas north of the Community are not located within a 100-year floodplain. The southern portions of the Community are located within the 100 year floodplain of the Republican River.
- ◆ **Action Step 3:** **Enforce modern construction and property standards** by including the International Building Code and Uniform Housing Code with the City's current municipal codes. Such action will insure that the residents of the City of McCook can live and work safely in structures that are built and maintained to modern safety standards.

## ***HOUSING & RESIDENTIAL DEVELOPMENT***

---

**Goal 1: Community Housing Initiative.** The City of McCook should implement a **housing development initiative** as a primary economic development activity. Such initiative should include the development of up to **279 new housing units by 2023**, including an estimated **147 owner housing units** and **132 new rental units**. The development of up to 279 new housing units would add an estimated \$51 Million to the McCook property tax base. This Housing Initiative would provide current and future residents of the Community with access to a variety of safe, decent and affordable housing types for families and individuals of all age, household size and income sectors.

- ◆ **Action Step 1:** Support the efforts of the McCook Economic Development Corporation-Housing Office (MEDC-HO) to encourage and monitor housing development in the City of McCook. The MEDC-HO should continue to work directly with both public and private sectors to encourage the development of specific housing programs to meet the needs of the Community's current and future residents, with emphasis on housing for young families, the local workforce, retirees and special populations. **By 2023, the City of McCook will need to develop an estimated 81 owner units and 72 rental housing units for families and persons of younger age and 66 owner and 60 rental units for elderly individuals and households.**

The MEDC-HO has been active in housing rehabilitation with their purchase/rehab/resell down payment assistance programs, as well as homebuyer education courses. These programs will be vital towards future housing activities in McCook.

- ◆ The MEDC-HO should be responsible for designing and implementing a **Workforce Housing Assistance Program** for local employees and a **Continuum of Residential Retirement Program** for older adults in the City.

- ◆ **Action Step 2:** Plan and implement an **Employer's Housing Assistance Program** to encourage major employers in the McCook area to become directly involved with assisting their employees in becoming homeowners in the Community of McCook. Assistance could include, but not be limited to, locating and negotiating the purchase of a house, providing funding assistance, etc. Funding assistance could be, for example, in the form of a \$5,000 to \$10,000 grant and/or low-interest loan to persons and families for closing costs, down payment, etc. These homebuyers could also be a participant in a first-time homebuyers program, funded by either/both the Nebraska Investment Finance Authority and the Nebraska Department of Economic Development.
- ◆ **Two or more major employers should consider forming a limited partnership to develop affordable housing projects in McCook, utilizing available public and private funding sources.**
- ◆ **Action Step 3:** Initiate a **Continuum of (Housing) Residential Care Program** in the Community of McCook directed at persons and families 55+ years of age. This Program would address several facets of elderly housing needs and development opportunities in McCook, including the increasing need for in-home services and home maintenance, repair and modification of homes occupied by elderly households in the Community and additional affordable housing, both owner and rental, with and without supportive services.

**Goal 2: New Housing Developments.** New housing developments in the City of McCook should address the needs of both owner- and renter households, of all age and income sectors, of varied price products.

- ◆ **Action Step 1:** The City of McCook should identify up to **70 acres of land for new residential development** to meet the estimated need for **279 additional housing units by 2023**. The City should develop housing in both new and developed areas of the Community.
- ◆ **Action Step 2:** Build an estimated 20 units of owner housing for households of low- to moderate income, 85 units for moderate income households and an estimated 42 owner units for families and individuals of moderate- to upper income. Special attention should be given the construction of single family housing units for younger households and single family and patio and townhome units for older adults. **New owner housing price products should range between \$135K to \$230K, depending on the type of housing units and the household income sector being targeted.**
- ◆ **Action Step 3:** Build an estimated 72 rental housing units for persons and families of very-low- to moderate-income and an estimated 60 rental units for households of moderate- to upper-income. The elderly household population should be targeted for both the upper-income and very-low income rental units. Low- to moderate-income rental housing should be constructed for families.
- ◆ **Rental housing price products in McCook should range in monthly rents from \$395 to \$795, depending on the size, number of bedrooms and the household income sector being served.** Rental units of all types should be constructed in McCook, with emphasis on duplex rental units for both the elderly and younger households and single family units for younger, larger families. A rent to purchase option should be made available with new single family rental units.
- ◆ **Action Step 4:** One or two additional **multifamily rental projects** are recommended for the City of McCook, by 2023, to meet the housing needs of young, single workers in the Community. These projects should be designed and developed in a size and scale suitable for the neighborhood location. The development of a SRO (Single Room Occupancy) facility of eight to 16 units should be given consideration to house single persons in the local workforce.
- ◆ **Action Step 5:** The Community of McCook should strive to combine “new” services and shopping opportunities with “new” housing developments.
- ◆ **Action Step 6:** Future housing development programs in McCook should be concentrated in the western portion of City, west of Highway 83, north of the Municipal Golf Course, in areas to the north of “Q” Street east of Highway 83. Consider new, modern housing development types, such as housing in the Downtown and smaller subdivisions utilizing New Urbanism development concepts.
- ◆ **Action Step 7:** Several Downtown commercial buildings should be promoted for upper level housing to diversify the local housing market and emphasize the Downtown as a vibrant commercial and residential center. One example is the Keystone Business Center, where the top two floors should be considered for moderate- to upper-income housing units. **A total of 52 units, 12 owner and 40 renter units, should be developed in Downtown McCook, by 2023.**
- ◆ **Action Step 8:** **New housing developments in the City of McCook should include the construction of housing that is complete in accessibility and use by persons and families with special needs.**

**Goal 3: Existing Owner and Rental Housing Stock.** Housing rehabilitation programs and activities in the City of McCook should strive to protect and preserve the existing housing stock of the Community.

- ◆ **Action Step 1:** The Community of McCook should establish a housing rehabilitation program for both owner and rental housing units, with emphasis on meeting the housing rehabilitation needs of the elderly, low income families and housing occupied by persons with special needs.
- ◆ **Action Step 2:** As needed, the City should establish a policy of condemning and demolishing housing of a dilapidated condition, not cost effective to rehabilitate. **The vacated lots could be set aside as part of a City-Wide Land Trust/Land Bank program to be used for future owner and rental housing development needs.**

**The former St. Catherine's Apartments facility should be demolished and the site planned for residential redevelopment.**



- ◆ **Action Step 3:** The Community of McCook should continue to preserve housing of historical significance. Housing that is architecturally significant or for its association with persons or families who played key roles in the development and growth of the City adds to the character and uniqueness of McCook neighborhoods.



**Goal 4: Financing Housing Development.** The City of McCook and housing developers should consider both public and private funding sources to both construct new housing and maintain the existing housing stock.

- ◆ **Action Step 1:** The City should pursue State and Federal Grants to assist in financing housing rehabilitation, housing purchase, rehabilitate and resale and first-time homebuyers programs. The City and private builders should pursue such funding from the Nebraska Investment Finance Authority and Nebraska Department of Economic Development.
- ◆ **Action Step 2:** The City should utilize Tax Increment Financing to assist in the financing of new housing developments, specifically public facility and utility requirements.
- ◆ **Action Step 3:** Housing developers in McCook should be encouraged to pursue securing any and all available tools of financing assistance in the development of new housing projects in the Community. This assistance is available with the Nebraska Investment Finance Authority, Nebraska Department of Economic Development, USDA-Rural Development, Federal Home Loan Bank and the Department of Housing and Urban Development, in the form of grants, tax credits and mortgage insurance programs.



**Goal 5: Impediments to Fair Housing Choice.** As a Community, McCook will need to identify, discuss and establish a plan to eliminate all barriers and impediments to fair housing choice in the City. All sectors of the Community, both public and private, should play a role in this process. This would include the involvement of City Government, schools, churches and the local business sector.

- ◆ **Action Step 1:** Address the following, primary impediments to fair housing choice in McCook. ***For Owner Households – Housing Prices, Excessive Down Payment and Closing Costs and Cost of Insurance. For Renter Households – Lack of Available Decent Rental Units in the Price Range, Excessive Application Fees and/or Rental Deposit and Attitudes of Landlords and Neighbors.***
- ◆ **Action Step 2:** The City of McCook should update and continue to enforce its **Fair Housing Policy**, to insure all current and future residents of the Community do not experience any discrimination in housing choice.



## ***EDUCATION AND COMMUNITY/ECONOMIC DEVELOPMENT***

---

**Goal 1: Educational Quality.** Provide a **high quality of public and private elementary, junior, senior and college-level education** for the residents of McCook. Maintain an excellence in education by expanding facilities, amenities and employment opportunities, as needed, while creating new and expanding existing educational programs and activities to support a growing student and faculty population for the McCook Public Schools, St. Patrick Elementary School and McCook Community College.

- ◆ **Action Step 1: General facility maintenance** to Public School grounds and buildings should continue to provide a safe and clean environment for all persons employed with or attending McCook Public Schools. Current projects include resurfacing the High School track, construction of a new Bus Barn at the McCook Learning Center, a new full service kitchen at Central Elementary and commons area renovations at McCook High School. Future projects include the replacement of bleachers in the high school gymnasium and remodeling of the Junior High School Kitchen and High School Library.
- ◆ **Action Step 2: Extra-Curricular Activities**, such as homework assistance, athletics, student clubs, etc. should continue to be an important role in the development of education in all school children.
- ◆ **Action Step 3: Support a potential increase in enrollment** at McCook Public Schools. Leadership within the Public School System identified stable enrollment between 1,450 and 1,500 students per year with graduating classes between 115 and 135 students. In the event of a substantial increase in enrollment, educational facilities should be prepared with adequate amenities, facilities and necessary staff to meet demand.
- ◆ **Action Step 4: Support the student leadership programs** that are offered by McCook Public Schools. Programs of this nature will provide school children of all ages with the necessary knowledge and potential to be successful, post-graduation.
- ◆ **Action Step 5: Support the efforts of McCook Public Schools Foundation** in providing the funding necessary to continue McCook Public Schools' mission of providing for the excellence of students.
- ◆ **Action Step 6: Provide opportunities for adults and the elderly to obtain skills in a new field through continuing education and athletic programs** at McCook Community College.



**Goal 2: Economic Development.** Utilize the **McCook Comprehensive Plan** as an **economic development resource and guide** to maximize economic opportunities for all residents. Foster an increase in diversified employment and business types in McCook.

- ◆ **Action Step 1:** The **McCook Economic Development Corporation (MEDC)** is recommended to develop and implement a strategic **Economic Development Plan** for prioritizing economic development and redevelopment efforts in the Community. All growth and development initiatives should adhere to the guidelines within the Plan.
- ◆ **Action Step 2:** Create up to **200 new jobs in McCook by 2023**. This should be achieved by expanding existing and adding commercial businesses and industrial companies, “light manufacturing” in nature to McCook.

No existing or new business or company should produce products and pollutants detrimental to the health, safety and welfare of the Community.
- ◆ **Action Step 3:** Focus efforts of **diversified businesses and employment opportunities** to expand existing and attract new companies. Expand the availability of retail commerce development sites and available storefronts for rent or purchase to attract non-local businesses. Maintain and improve both public and private services, businesses and industries in McCook, in an effort to increase and diversify employment opportunities. McCook will continue to be a prime location for jobs and industry expansion in Red Willow County and southwest Nebraska, due to the Community’s status as a “regional hub” for commerce and industrial activity.
- ◆ **Action Step 4:** Support and expand the **Business Incubator Program** that utilizes the **Keystone Business Center**. This Program has greatly helped in business and service diversification in Downtown McCook.
- ◆ **Action Step 5:** Continue to support **business retention and expansion programs** offered by the MEDC and McCook Area Chamber of Commerce to insure the continuation of well established businesses in McCook. Business Transition services should be offered to support the transfer of businesses to new generation owners, as current owners retire. These Programs could assist in recruiting both High School and College students/ graduates to train in selective career paths to become business owners. The Community should create and maintain a listing of Home Based Businesses so that as businesses outgrow a home (or farm) location, appropriate space in commercial or industrial areas of the Community can be occupied with a local base, home-grown businesses. Provide ongoing technical and financial resources for successful “home grown” businesses.
- ◆ **Action Step 6:** **Housing initiatives** in McCook should be paralleled with **job creation activities**. Over half of the local workforce reside outside McCook. This is primarily due to the lack of available or suitable housing. Programs offered by MEDC-HO, including purchase/rehab/resell, down payment assistance and homebuyer education courses are addressing the need for housing development and redevelopment in older neighborhoods, combined with promoting new housing development in new residential subdivisions.
- ◆ **Action Step 7:** Expand efforts to utilize **Federal, State and Local Governmental Incentives** for promoting economic development in McCook and recruit and retain job/business opportunities. Continue working relationships with Local and State Agencies such as the MEDC and the Nebraska Department of Economic Development.

**Goal 3: Community Development.** Community development practices should strive to both **stabilize and improve the local McCook economy and quality of life.** Proper renovation, adaptive reuse and additions of existing buildings, as well as new construction activities should be components of locally available incentives to attract residents, businesses and industries.

- ◆ **Action Step 1:** Encourage **local reinvestment** in McCook by both the public and private sectors. Provide infrastructure and needed amenities to support future growth of commercial, industrial and residential areas. Remove dilapidated buildings and promote building rehabilitation on structures that are considered cost-effective for such activity. Commercial building rehabilitation projects could include façade restoration, window and awning replacement, improved accessibility and signage. The majority of housing structures in need of moderate to substantial rehabilitation or demolition are located around the Downtown and in residential neighborhoods south of the Burlington Northern Santa Fe Railroad Corridor.
- ◆ **Action Step 2:** Include a **building repair and modification program** for deteriorating structures, including commercial buildings with upper-level housing and homes adjacent Downtown McCook. Enforce existing building, plumbing, electrical and fire codes for all residential developments, to insure McCook residents live in decent, affordable housing.
- ◆ **Action Step 3:** Utilize all available **public programs of financing** in funding development and redevelopment programs. These programs include, but are not limited to HOME Funds, Community Development Block Grants, SAFETEA-LU (Transportation Enhancement Act), Nebraska Affordable Housing Trust Fund, Historic Preservation Tax Credits.
- ◆ **Action Step 4:** Provide **public improvements** to older residential neighborhoods, as well as Downtown McCook, in need of street and sidewalk resurfacing, landscaping, street trees and improved utility mains. Downtown facade improvements, a public gathering/festival square and additional public parking are needed to support the development of additional specialty retail businesses.
- ◆ **Action Step 5:** Utilize the recently completed **“Envision Downtown McCook”** Revitalization Plan for redevelopment projects in Downtown McCook. Identified improvements include, but are not limited to, parking improvements, creating Community gathering spaces and increased housing development activities.

- ◆ **Action Step 6:** Enhance the potential of **Community agency connections**, including the McCook Chamber of Commerce, MEDC, Community Action Partnership of Mid-Nebraska, West Central Nebraska Development District, State and City Government, Nebraska Public Power District, Nebraska Municipal Power Pool and other existing organizations or special committees for technical and financial assistance for securing new community and economic development activities. Utilize Local, State and Federal funding sources to strengthen existing and assist in the creation of new business/industry.
- ◆ **Action Step 7:** Promote **Community sustainability and quality of life** in McCook as being a great place to live, work, raise a family and retire. The high quality of parks and recreation areas and public facilities make this Community attractive to existing and future residents. Continuing a “sense of community” image in McCook, through the local public education system, close-knit neighborhoods and its rural style of living is important to the long-term viability of the Community.

**Goal 4: Community Redevelopment Planning and Implementation.** Focus on improving structures, utility mains and public facilities throughout McCook. Utilize various funding local, State and Federal funding sources to achieve various redevelopment goals in McCook.

- ◆ **Action Step 1:** Utilize **Tax Increment Financing (TIF)** in designated “Redevelopment Areas” as a method of funding structural rehabilitation activities for commercial buildings. These activities could include façade renovation, utility and street improvements and mixed use developments. **McCook has three designated Redevelopment Areas where TIF can be utilized, including the Downtown and surrounding residential neighborhoods, Highway 6/34 and Highway 83 Corridors and the Industrial Park and residential neighborhood in southeast McCook.**
- ◆ **Action Step 2:** McCook will need to consider the use of **Tax Increment Financing** for Community development activities involving the improvement of public utilities, facilities, public utilities, streets, sidewalks and trails.
- ◆ **Action Step 3:** McCook should consider the creation of a **Community Redevelopment Authority**, as a stand-alone organization, to arrange and manage a variety of funding sources and development/redevelopment activities, along with the implementation of improvements within the City’s three designated **“Redevelopment Areas.”**

**Goal 4: Public Facilities & Utilities.** Maintain and improve the existing public facilities and utilities in McCook. Develop, as needed, new facilities and services to reflect the Community's needs and demands during the 10-year planning period. Provide modern water and sewage treatment mains, public utility facilities, flood control and similar environmental control processes.

- ◆ **Action Step 1: Upgrade and expand public services** to keep pace with population changes and associated commercial, industrial and residential developments. Provide public services in an efficient and economic manner in order to protect and enhance the safety and welfare of McCook residents. Maintain the provision of facilities and services necessary to prevent pollution of the environment. Provide modern sewage treatment facilities, refuse collection and disposal, street cleaning, flood control and similar environmental control processes.
- ◆ **Action Step 2: Provide adequate law enforcement, fire and ambulance protection/ services,** with increased emphasis on community relations, as well as adequate civil defense and emergency services. Insure that facilities necessary to support such services are available throughout the Community. Promote the coordination of these services among the various governmental and quasi-governmental entities.
- ◆ **Action Step 3: Establish a plan** continuing redevelopment options for the reuse of the **McCook Municipal Auditorium Building.** This could include convention, recreational, office, commercial or residential uses that would benefit the overall growth and development of the Community.
- ◆ **Action Step 4: Maintain an adequate supply of potable water and an expanded distribution system** suitable for both present and future consumption and fire protection in McCook. Continue to maintain the water distribution system to supply a sufficient quantity and quality of water for residents.
- ◆ **Action Step 5: Upgrade and expand segments of the McCook municipal sanitary sewer collection system** within the 10-year planning period. While segments of the original sanitary sewer system are aging and will likely need replaced during the next 10 years, the majority is adequately sized and in good condition.
- ◆ **Action Step 6: Promote the use of alternate energy systems** available through the provisions of the Nebraska Net Metering, State Statutes §70-2001. A variety of Wind, Solar, Geothermal, Biomass and Methane energy sources are available in association with “Green Building” methods to significantly reduce energy costs for heating and cooling.  
  
**Net Metering** is also encouraged to be supplemented with “green building” techniques to enhance energy efficiency by all sectors of the City of McCook. **Tax Increment Financing,** in combinations with low-interest or no-interest loans through programs available from the United States Department of Agriculture and public power utility districts can greatly reduce the cost of implementing these alternative energy systems.

## ***TRANSPORTATION***

---

**Goal 1: Transportation System.** Provide an **efficient transportation system** throughout McCook for the safe and efficient movement of people, goods and services.

- ◆ **Action Step 1:** Maintain and adopt a coordinated plan for maintenance and improvement of existing and future streets, roads, and highways in the Community. This includes paving, curbs, gutters, street lighting and curb cuts, all in an effort to reduce excessive travel delays.
- ◆ **Action Step 2:** Maintain design standards and policies for various classes of streets, roads and highways to enhance the function and safety of the street system in McCook.
- ◆ **Action Step 3:** Coordinate the **McCook Land Use Plan** and the **One- and Six- Year Street Improvement Program** to prepare the City for future growth and development. Emphasis should be given to seeking cost effective methods to reduce/calm traffic along the “B” Street (Highway 6/34) and Highway 83 Corridors.
- ◆ **Action Step 4:** New residential, commercial and industrial developments in McCook should have appropriate and adequate streets, curbs, gutters and sidewalks.
- ◆ **Action Step 5:** Plan and Implement a “**Safe Routes to School**” initiative in McCook. Create a collaborative partnership including, but not limited to, educators, parents, students, community leaders, health officials and administrators to encourage school-age children to walk or bike to school through the construction of bike lanes and pedestrian walkways.



**SECTION 3**  
**POPULATION, INCOME &  
ECONOMIC PROFILE.**



# SECTION 3

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



### INTRODUCTION

Population, income and economic trends in the City of McCook and the respective Planning Jurisdiction serve as valuable indicators of future development needs and patterns for the Community by providing a basis for the realistic projection of the future population. The population trends and projections for the years 2000 through 2023 were studied and forecasted for McCook, utilizing a process of both trend analysis and popular consent.

McCook is projected to decrease in population during the next 10 years, but has the potential to experience a population increase, due to additional employment opportunities and continued housing development. To maintain a stable population base, the City will need to develop existing land within the Corporate Limits, while developing suitable land adjacent the City for future annexation. This population goal would also require the creation of additional housing stock and related public features and utilities for the City.

A **Community Housing Study** was conducted for the City of McCook, Nebraska in March, 2013, that highlighted population, income, economic and housing trends and projections, as well as determined a 10-year housing target demand for McCook. The Study also identified important housing development projects of various styles and serving several different income levels in the Community.

The Housing Study identifies a target demand for up to **279 new housing units**, during the next 10 years. The Study provides a **“Five-Year Housing Action Plan”** for completing housing projects deemed most needed by the local citizens of McCook.

**The most critical housing issues in McCook are to promote the development of housing for the local workforce population affordable to all salary income levels.** Other priority housing needs in McCook include providing opportunities for the elderly, first time homebuyers and middle-income persons and families, including new housing units of various types and styles, having three+-bedrooms. Future population and household growth in McCook will be driven by new and expanded economic development and public service activities, not only in McCook but in northern Red Willow County.

## ***POPULATION PROFILE***

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

Estimating population size is critical to the McCook planning process due to the overall growth of Red Willow County, as well as the Community’s status as a “Regional Hub” for commerce and industry in Southwest Nebraska. Further, projecting the community population is extremely complex. Since projections are based upon various assumptions about the future, projections must be carefully analyzed and continually re-evaluated, due to the changing economic and social structure of a community.

### ***Population.***

**Table 3.1** identifies current **population trends and projections** in McCook, from 2000 to 2023. The current (2013) estimated population of McCook is 7,656, a decrease of 42 persons, or 0.5 percent since 2010. Based on the “medium” population projection, the population for McCook is expected to decrease an estimated 0.9 percent, or by 69 persons, from 2013 to 2023, to an estimated population of 7,587. A “high” projection would result in a 10-year population increase of 37, or 0.5 percent by 2023.

| <b>TABLE 3.1<br/>POPULATION TRENDS &amp; PROJECTIONS<br/>McCOOK, NEBRASKA<br/>2000-2023</b> |             |                   |                         |                           |                          |                           |
|---|-------------|-------------------|-------------------------|---------------------------|--------------------------|---------------------------|
|   | <u>YEAR</u> | <u>POPULATION</u> | <u>TOTAL<br/>CHANGE</u> | <u>PERCENT<br/>CHANGE</u> | <u>ANNUAL<br/>CHANGE</u> | <u>PERCENT<br/>CHANGE</u> |
|   | 2000        | 7,994             | --                      | --                        | --                       | --                        |
|   | 2010        | 7,698             | -296                    | -3.7%                     | -29.6                    | -0.37%                    |
|   | <b>2013</b> | <b>7,656</b>      | <b>-42</b>              | <b>-0.5%</b>              | <b>-21</b>               | <b>-0.25%</b>             |
| <b>Low</b>  | <b>2023</b> | <b>7,471</b>      | <b>-185</b>             | <b>-2.4%</b>              | <b>-18.5</b>             | <b>-0.24%</b>             |
| <b>Medium</b>   | <b>2023</b> | <b>7,587</b>      | <b>-69</b>              | <b>-0.9%</b>              | <b>-6.9</b>              | <b>-0.1%</b>              |
| <b>High</b>   | <b>2023</b> | <b>7,693</b>      | <b>+37</b>              | <b>+0.5%</b>              | <b>+3.7</b>              | <b>+0.05%</b>             |

Source: 2000, 2010 U.S. Census;  
Hanna:Keelan Associates, P.C., 2013.

**Age Distribution.**

**Table 3.2** highlights **population age distribution** in McCook, from 2000 to 2023. The “55-64” age group experienced the largest increase in population from 2000 to 2010, 726 to 908. This age group is also projected to experience the largest increase in population by 2023, an estimated 84 persons, to 1,019, and remain the largest population group in McCook.

The “20-34” and “85+” population groups are also projected to experience a population increase by 2023. This highlights two important population trends in McCook: young families or college students locating to the Community, and elderly and frail elderly populations wanting to remain residents of McCook. Suitable public facilities, health care and housing will need to be developed for these population groups in an effort to prevent current and projected populations from relocating to a community with enhanced services.

The current median age in McCook is an estimated 40.2 years; a decrease of 0.5 years from the 2010 median age of 40.7. This trend is projected to continue during the next 10 years, decreasing to an estimated average age of 39.9 years by 2023.

| <b>Age Group</b>    | <b>2000</b>  | <b>2010</b>  | <b>2000-2010<br/>Change</b> | <b>2013</b>  | <b>2023</b>  | <b>2013-2023<br/>Change</b> |
|---------------------|--------------|--------------|-----------------------------|--------------|--------------|-----------------------------|
| <b>19 and Under</b> | 2,216        | 2,036        | -180                        | 2,006        | 1,896        | -110                        |
| <b>20-34</b>        | 1,307        | 1,386        | +79                         | 1,421        | 1,487        | +66                         |
| <b>35-54</b>        | 2,092        | 1,864        | -228                        | 1,817        | 1,724        | -93                         |
| <b>55-64</b>        | 726          | 908          | +182                        | 935          | 1,019        | +84                         |
| <b>65-74</b>        | 748          | 628          | -120                        | 617          | 592          | -25                         |
| <b>75-84</b>        | 628          | 566          | -62                         | 544          | 532          | -12                         |
| <b>85+</b>          | 277          | 310          | +33                         | 316          | 337          | +21                         |
| <b>Totals</b>       | <b>7,994</b> | <b>7,698</b> | <b>-296</b>                 | <b>7,656</b> | <b>7,587</b> | <b>-69</b>                  |
| <b>Median Age</b>   | 39.7         | 40.7         | +1.0                        | 40.2         | 39.9         | -0.3                        |

Source: 2000, 2010 U.S. Census;  
Hanna:Keelan Associates, P.C., 2013.

**The Community needs to take a proactive approach in creating a variety of housing opportunities for persons and families interested in moving to McCook, including single family homes, duplex/triplex housing programs and apartment complexes.**

**To enhance the image of a “Regional Hub,” the Community of McCook will need to establish a “plan of action” for improving, modernizing and enhancing shopping and employment opportunities.**

## ***INCOME PROFILE***

**Household income trends and projections** are identified in **Table 3.3**. Household incomes in McCook have increased in recent years and are projected to continue this trend through 2023. From 2000 to 2010, median income in McCook increased from \$31,105 to \$38,974; an increase of 25.2 percent. This trend is projected to continue, with the median income increasing from the current \$40,181 to \$50,335 by 2023. The number of households in McCook having an annual income at or above \$35,000 is expected to continue to increase during the next 10 years.

**TABLE 3.3  
HOUSEHOLD INCOME\*  
TRENDS & PROJECTIONS  
MCCOOK, NEBRASKA  
2000-2023**

| <b>Income Group</b>       | <b>% Change</b> |                   |                 |                 |                  |
|---------------------------|-----------------|-------------------|-----------------|-----------------|------------------|
| <b>All Households</b>     | <b>2000*</b>    | <b>2010 Est.*</b> | <b>2013</b>     | <b>2023</b>     | <b>2013-2023</b> |
| <b>Less than \$10,000</b> | 345             | 223               | 196             | 118             | -39.8%           |
| <b>\$10,000-\$19,999</b>  | 682             | 606               | 572             | 519             | -9.3%            |
| <b>\$20,000-\$34,999</b>  | 815             | 651               | 626             | 591             | -5.6%            |
| <b>\$35,000-\$49,999</b>  | 670             | 541               | 549             | 573             | +4.4%            |
| <b>\$50,000 or More</b>   | 856             | 1,303             | 1,372           | 1,524           | +11.0%           |
| <b>Totals</b>             | <b>3,368</b>    | <b>3,324</b>      | <b>3,315</b>    | <b>3,325</b>    | <b>+0.3%</b>     |
| <b>Median Income</b>      | <b>\$31,105</b> | <b>\$38,974</b>   | <b>\$40,181</b> | <b>\$50,335</b> | <b>+25.3%</b>    |

\* Specified Data Used.  
Source: 2000, 2000 Census; 2006-2010 American Community Survey Estimate;  
Hanna:Keelan Associates, P.C., 2013.

As household incomes in McCook continue to increase, so will per capita income. This trend in McCook reflects that of Red Willow County. The County's current per capita income is an estimated \$39,981. **By 2023, per capita income in Red Willow County is projected to increase by an estimated 25.1 percent to \$50,020.**

Increases in household and per capita income highlight a trend of increased employment salaries and jobs with higher hourly wages. The increase in households with incomes at or above \$50,000 also suggests that upper-income families are seeking to locate to McCook, with many choosing to build their own home on an existing vacant lot. While the increase in upper-income families is beneficial to the Community, it is important to consider the development of needed housing types for all income sectors, including low- to moderate income persons and families and elderly populations.

A number of McCook households in McCook are considered to be “Cost Burdened” and/or have various “Housing Problems”. Cost burdened households are paying 30 percent or more of their income on housing costs, which may include mortgage payments, rent, utilities, and property taxes. A household is considered to have housing problems if the housing unit is overcrowded (more than 1.01 person per room) and/or if the unit lacks complete plumbing.

**Tables 3.4 and 3.5 identify households cost burdened with housing problems from 2000 to 2023. An estimated 342 owner and 346 renter households in McCook are currently cost burdened with housing problems. Households experiencing cost burden and/or housing problems are projected to decrease by 2023, to an estimated 330 owner and 337 renter households.**

**Cost Burden Households directly impact the McCook retail sector. These households have declining disposable incomes and cannot afford to purchase the goods and supplies heeded to enhance their quality of life style.**

**TABLE 3.4  
ESTIMATED OWNER HOUSEHOLDS BY INCOME  
COST BURDENED WITH HOUSING PROBLEMS  
MCCOOK, NEBRASKA  
2000-2023**

| Income Range  | 2000<br># / #CB-HP | 2010 Est.<br># / #CB-HP | 2013<br># / #CB-HP | 2023<br># / #CB-HP |
|---------------|--------------------|-------------------------|--------------------|--------------------|
| 0%-30% AMI    | 149 / 131          | 144 / 127               | 143 / 127          | 140 / 124          |
| 31%-50% AMI   | 242 / 107          | 234 / 103               | 233 / 103          | 229 / 101          |
| 51%-80% AMI   | 346 / 32           | 335 / 31                | 332 / 30           | 330 / 28           |
| 81%+ AMI      | 1,509 / 85         | 1,463 / 84              | 1,457 / 82         | 1,460 / 77         |
| <b>Totals</b> | <b>2,246 / 355</b> | <b>2,176 / 345</b>      | <b>2,165 / 342</b> | <b>2,159 / 330</b> |

# = Total Households      #CB-HP = Households with Cost Burden – Housing Problems

Specified Data Used.  
Source: 2000 CHAS Tables;  
Hanna:Keelan Associates, P.C., 2013.

**TABLE 3.5  
ESTIMATED RENTER HOUSEHOLDS BY INCOME  
COST BURDENED WITH HOUSING PROBLEMS  
MCCOOK, NEBRASKA  
2000-2023**

| Income Range  | 2000<br># / #CB-HP | 2010 Est.<br># / #CB-HP | 2013<br># / #CB-HP | 2023<br># / #CB-HP |
|---------------|--------------------|-------------------------|--------------------|--------------------|
| 0%-30% AMI    | 213 / 133          | 217 / 130               | 214 / 128          | 209 / 123          |
| 31%-50% AMI   | 228 / 119          | 238 / 117               | 239 / 116          | 237 / 113          |
| 51%-80% AMI   | 257 / 47           | 275 / 46                | 278 / 46           | 280 / 44           |
| 81%+ AMI      | 387 / 58           | 418 / 56                | 420 / 56           | 440 / 55           |
| <b>Totals</b> | <b>1,085 / 357</b> | <b>1,148 / 349</b>      | <b>1,151 / 346</b> | <b>1,166 / 337</b> |

# = Total Households      #CB-HP = Households with Cost Burden – Housing Problems

Specified Data Used.  
Source: 2000 CHAS Tables;  
Hanna:Keelan Associates, P.C., 2013.

## ***ECONOMIC PROFILE***

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

The unemployment rate in Red Willow County ranged from 2.6 percent to 3.8 percent, between 2000 and 2011. During this period, the number of employed persons decreased by 149 in the County.

Currently, an estimated 5,950 employed persons exist in Red Willow County with an estimated unemployment rate of 2.5 percent. By 2023, the number of employed persons is projected to increase by 98, or 1.6 percent, to 6,048.



Overall, non-farm employment (wage and salary) in Red Willow County increased by 4.6 percent, between 2010 and 2012. The largest increase occurred in the Retail Trade Sector, while the largest decrease occurred in the Federal Government Sector.

**The City of McCook is the governmental and employment center of Red Willow County and the southwest region of Nebraska. The major employers in the City of McCook include Valmont Irrigation, McCook Community Hospital, Parker Hannifin and McCook Public Schools. The Community is also the location to a number of State public organizations, including Nebraska Public Power District and a Work Ethic Camp through the Nebraska Department of Correctional Services.**

Overall, the economic outlook for McCook is “excellent” for the planning period 2013 to 2023. Economic opportunities exist, primarily due to potential population increases in McCook, and large employers interested in expanding their employment opportunities. Additional commercial and industrial business, as well as the expansion of existing businesses in the McCook area and the provision of vacant land for these economic growth activities should be pursued if the Community desires more commerce. Existing locally-based business, including agricultural-related industries, will ensure McCook has a stable economic base and a bright future for increased economic development.



**SECTION 4**  
**LAND USE, GROWTH &  
REDEVELOPMENT.**



# SECTION 4

## Land Use, Growth & Redevelopment...



### INTRODUCTION

The **Land Use, Growth and Redevelopment** section of this **Comprehensive Plan** identifies the land use development patterns, which have occurred in McCook since the adoption of the last Comprehensive Plan in 1999. The land use component examines **development opportunities, requirements and future utilization of land** in and around the City. A discussion of the **environmental and physical characteristics** of McCook precedes a description and analyses of **existing and future land use** conditions in the City.

### PROPER LAND USE PRACTICES

Proper land use practices can protect the natural resources of a community and be a complement to the built environment. The natural environment of the Community provides both opportunities and constraints for existing and future developments. As humans strive to create a sustainable living environment, they must work and live in harmony with their natural surroundings. This can occur by designing with nature, conserving unique features, protecting watersheds and using sensitive development practices.

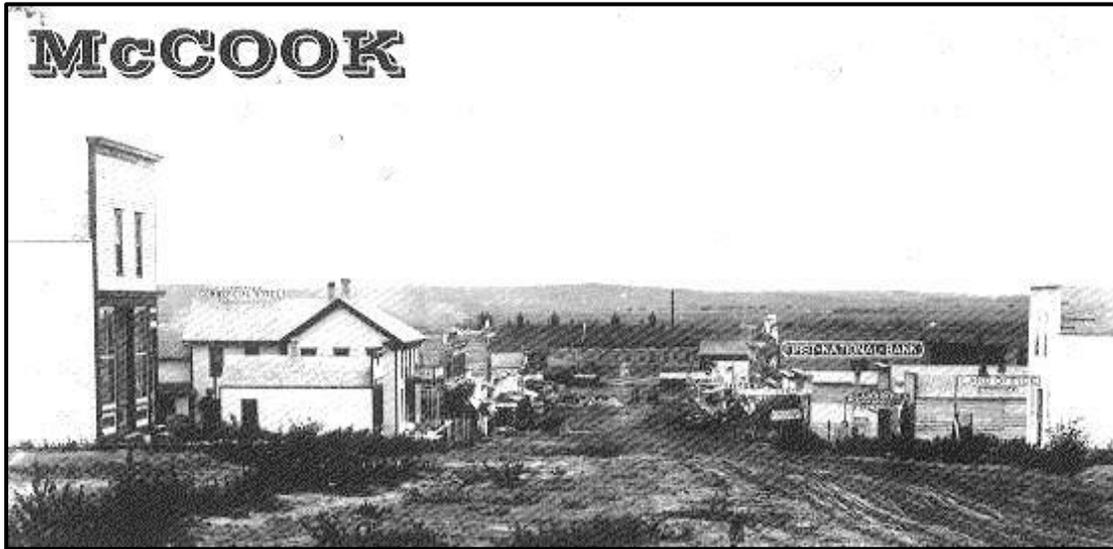
In McCook, the major development constraints are associated with the soil conditions and associated floodplains of Middle Republican River and the steep slopes of the upper elevations of the river valley.

### IDENTIFICATION OF FUTURE GROWTH AREAS

The proposed **land use plan** concentrates on the use of land in McCook and the Community's respective Two-Mile Planning Jurisdiction during the 10-year planning period. Special attention is given to the identification of future residential, public/quasi-public, parks and recreational, commercial and industrial growth areas. The identification of land uses within undeveloped areas of the Corporate Limits and beyond into the Planning Jurisdiction is imperative to support growth and development opportunities over the next 10 years.

### LOCATION

The City of McCook is located in the west-central portion of Red Willow County, at the junction of Highway's 6/34 and 83. The Highway 6/34 and Burlington Northern Santa Fe Railroad Corridors bisect McCook from east to west, with the majority of industrial land uses located south of the Railroad Corridor.



*Downtown McCook, above circa 1883, below left circa 1905. All photos courtesy of the Nebraska State Historical Society.*



McCook is located in southwest Nebraska, 13 miles north of the Kansas State Line. Interstate 70 is estimated to be 78 miles south, in Kansas, while Interstate 80 is approximately 67 miles north of McCook. These transportation networks provide reliable access to area communities as well as to major metropolitan cities including Denver, Lincoln, Omaha and Kansas City. This geographic setting directly links McCook with trading centers in the Midwest and points beyond.

## ***HISTORICAL DEVELOPMENT***

Initial settlement along the Republican River started in the early 1870s. The settlement of “Fairview” began in 1877, but it was the arrival of the Burlington & Missouri River Railroad, in 1881, that started development of a new boom town whose name was changed to McCook. The Town was platted in May of 1882, with early history accounts stating over 100 residential and commercial buildings had either begun or completed construction.

The location of McCook was important to the Railroad Company, as it designated McCook as the “division point,” or the half-way point, between the Missouri River and the City of Denver, Colorado. The new town, in a span of just eight years, would grow to a Community of 2,346 people, as per the 1890 Census. Rapid growth continued over the next three decades, as the 1920 Census estimated 4,304 persons in McCook. The City reached its peak population in 1980 with 8,404 persons.

**TABLE 4.1  
HISTORY OF POPULATION  
MCCOOK, NEBRASKA  
1960-2010**

|      | PERSONS | +/- & PERCENT CHANGE |
|------|---------|----------------------|
| 1960 | 8,301   | +623 / +8.1%         |
| 1970 | 8,285   | -16 / -0.2%          |
| 1980 | 8,404   | +119 / +1.4%         |
| 1990 | 8,112   | -292 / -3.5%         |
| 2000 | 7,994   | -118 / -1.5%         |
| 2010 | 7,698   | -296 / -3.7%         |

Source: U.S. Census;  
Hanna:Keelan Associates, P.C., 2013.

Population trends highlighted in **Table 4.1**, above, indicate since the peak in 1980, the City of McCook has experienced population declines during the last three decennial censuses. The 2010 Census total of 7,698 persons includes a 3.7 percent change since 2000.

Results of the Citizen Participation Process for the Comprehensive Plan revealed residents point to the lack of houses to purchase or rent in McCook as the cause of population declines. Families are purchasing homes in rural subdivisions on the outskirts of the City, or commute from other communities.

## ***THE NATURAL ENVIRONMENT***

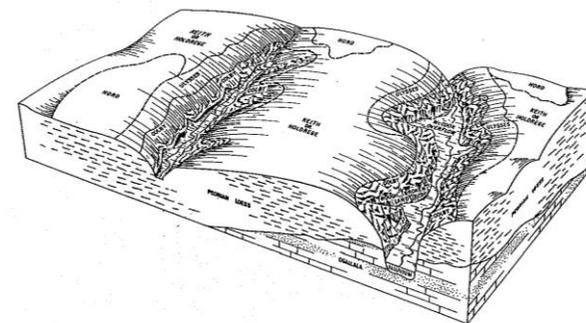
### **SOIL ASSOCIATIONS**

The soils in and around McCook are classified into four groups, or associations, each with a broad range of characteristics. **Illustration 4.1** graphically displays the **General Soil Associations** for the City of McCook and the Two-Mile Planning Jurisdiction. The U.S. Department of Agriculture, Natural Resources Conservation Service conducted the soil survey and developed the boundaries of the soil types found on the **Illustration**.

The four soil associations depicted in **Illustration 4.1** are the Holdrege-Keith, Hord Terrace-McCook-Bridgeport, Sandy Alluvial Land-Las-Glenberg and the Colby Associations. The majority of the lands throughout the McCook Planning Jurisdiction are associated with the Republican River.

The City is situated along the northern bank and upper terraces of the Republican River, which afforded the Community access to drinking water and suitable land for development purposes.

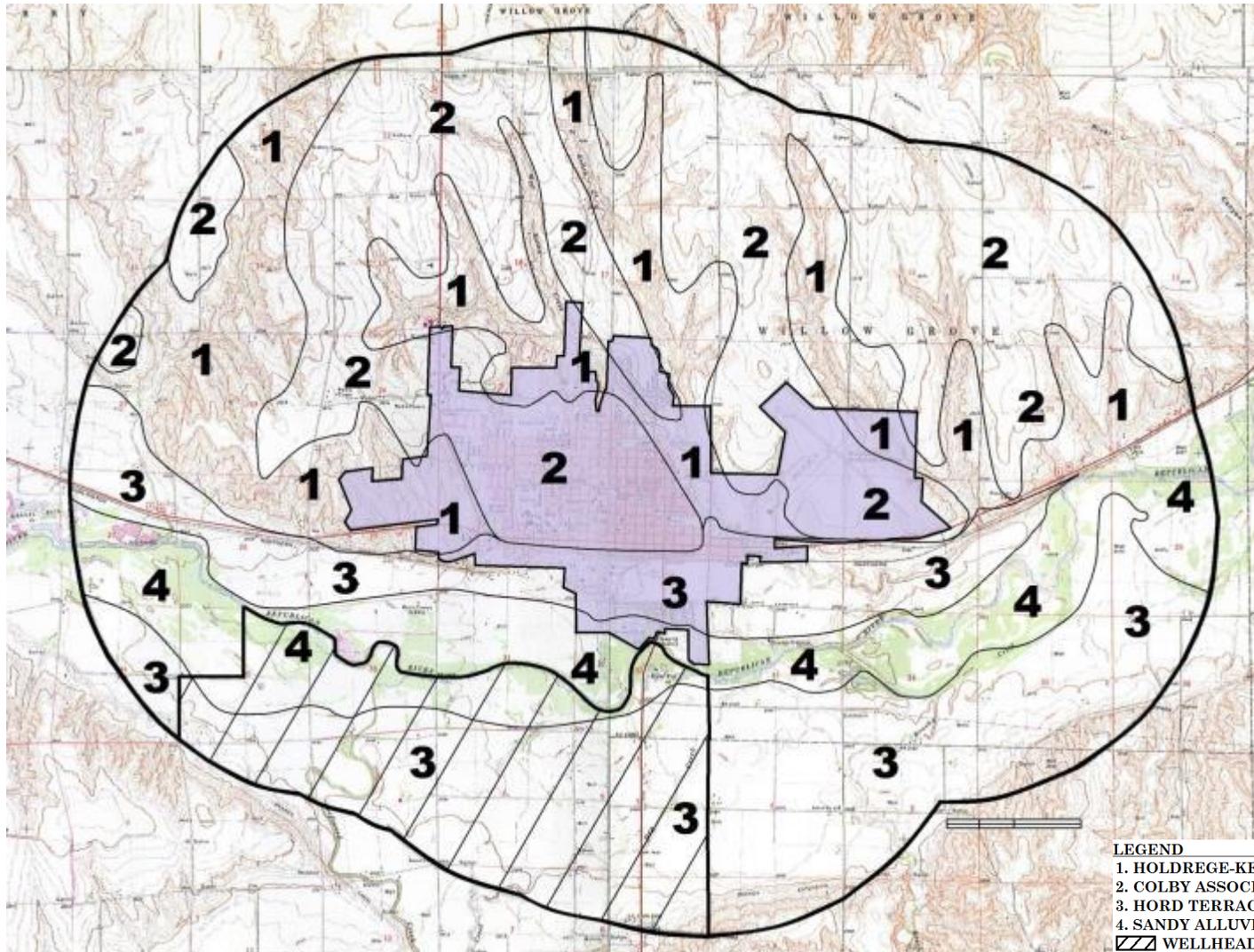
#### ❖ HOLDREGE-KEITH ASSOCIATION.



This Association is concentrated in the north half of the Two-Mile Planning Jurisdiction, including the Downtown, central and northwestern portions of McCook. Lands included in the Association are comprised of the bottom land and upper stream terraces of the Republican River. Soils of this Association are described as, “*Silty soils on nearly level to moderately sloping loess upland and in sloping to steep canyons.*” Flooding is the primary hazard. Lowest elevations of this Association are included in 100 or 500-year floodplains.

# GENERAL SOIL ASSOCIATIONS MAP

MCCOOK, NEBRASKA

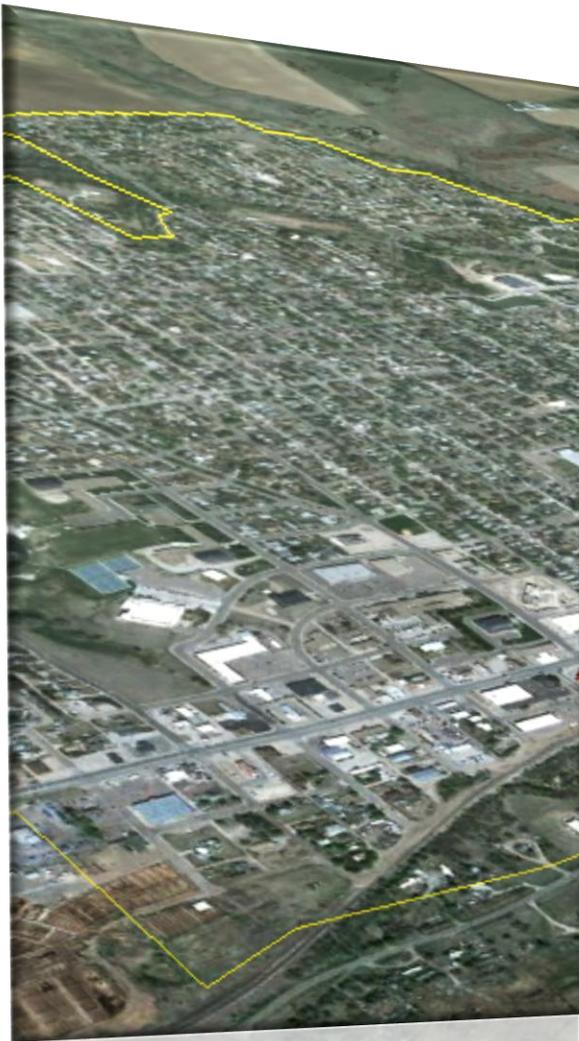


- LEGEND
- 1. HOLDREGE-KEITH ASSOCIATION
  - 2. COLBY ASSOCIATION
  - 3. HORD TERRACE-McCOOK-BRIDGEPORT ASSOCIATION
  - 4. SANDY ALLUVIAL LAND-LAS-GLENERG ASSOCIATION
  -  WELLHEAD PROTECTION AREA

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

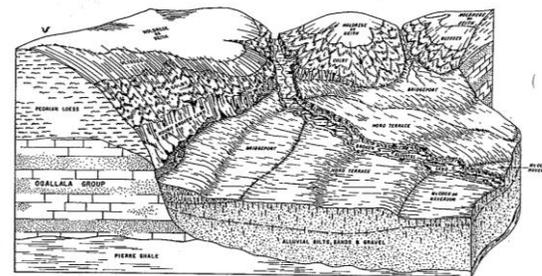
\* Lincoln, Nebraska \* 402.464.5383 \*

**ILLUSTRATION 4.1**



Soil conditions in this Association are moderately to severely limited in areas where drainage ways and canyons have sculpted the uplands. Septic tanks and leach fields have moderate to severe limitations in areas impacted by steep topography. Bearing capacity for foundations of structures range from “fair to good” in areas not impacted by the steep slopes of canyons and drainage ways.

❖ HORD TERRACE-McCOOK-BRIDGEPORT ASSOCIATION.



The Hord Terrace-McCook-Bridgeport Association includes lands on either side of the Republican River floodway and the portion of the City located south of the Burlington Northern Santa Fe Railroad Corridor. Soils throughout the region are described as, “loamy soils on stream terraces, bottom land, and foot slopes.” This soil type is generally located on the upper stream terraces of the Republican River.

Soils in this Association are moderately to severely limited for lagoons and septic tank absorption fields due to slow permeability and the potential of flooding. Bearing capacities are rated “fair” to “good” in the upper elevations of south McCook, above the flood prone areas.

❖ COLBY ASSOCIATION.

Soils in this Association are primarily located along canyons and steep drainage ways with in Republican River tributaries in the northern half of the McCook Two-Mile Planning Jurisdiction. Moderate to steep hills comprise this region. The Association is characterized as, “Silty soils on the steep loess hills and in canyons.”

The steepest areas of the Planning Jurisdiction are included in this Association, resulting in limitations for bearing capacities of foundations ranging from “fair” to “poor.” Severe limitations exist for sewage lagoons and septic tanks. Topographic limitations also have resulted in agricultural practices being focused on utilizing these lands for pasture, with only a few areas being cultivated.

❖ SANDY ALLUVIAL LAND-LAS-GLENBERG ASSOCIATION.



This Soil Association is exclusively located in the Republican River floodway and river bottom lands in the southern portion of the Two-Mile Planning Jurisdiction. Soils in the Association are described as, “*Sandy and loamy soils on lowlands along the Republican River.*” Depth to the water table varies from one to six feet. Soil in this association are not suitable for cultivation and are severely limited for any development. Septic tanks and leach fields are severely limited due to the high water table and potential for flooding.

### WATERSHEDS

The topography and terrain of McCook and the Planning Jurisdiction are varied. The natural landscape has been formed by wind and water erosion and deposits, creating areas of upland terraces bisected by steeply sloping drainage ways. The natural topography of McCook is nearly level to gently sloping to the south of “B” Street. Lands slope sharply upward from “B” Street north to “E” Street, where the

uplands are nearly level. Storm water flows from the uplands southerly into the Republican River and to the northeast towards Kelley Creek, which eventually drains into the Republican River southeast of Town.

Groundwater and groundwater-fed surface streams account for a large percentage of the water resources in the McCook Planning Jurisdiction. The underground water supply for the City is part of the Republican River Watershed. The City of McCook relies upon the groundwater reserves and surface water run-off to recharge the underground water supply of the municipal wells.

A description of the municipal water system is provided in **Section 5** of this **Comprehensive Plan**.

The underground water supply is vital to the region and is the source of water for numerous rural private drinking and irrigation wells. Any endangerment to the supply threatens public health, as well as the local farm economy. This natural resource must be protected. Securing the quality of drinking water from private wells in the rural areas within the McCook Two-Mile Planning Jurisdiction is very important.

A minimum lot size of three acres is utilized in the “AG-Agriculture” Zoning District for residences in the Two-Mile Planning Jurisdiction. This standard generally ensures that adjacent households do not contaminate one another’s drinking water.

### WELLHEAD PROTECTION PROGRAM

The Nebraska Department of Environmental Quality (NDEQ) regulates ground water quality and quantity. To assist local municipalities with protecting their municipal drinking water supply, the NDEQ has developed the **Nebraska Wellhead Protection (WHP) Program**. The voluntary program intends to prevent the contamination of ground water.

The **WHP Program** provides the following in accordance with the federal laws: 1) duties of the governmental entities and utility districts, 2) determines protection area, 3) identify contamination sources, 4) develop a contaminant source management program, 5) develop an alternate drinking water plan, 6) review contaminated sources in future wellhead areas, and 7) involve the public.

The approaches of **Nebraska’s Wellhead Protection Program** are to prevent the location of new contaminant sources in wellhead protection areas through planning, minimize the hazard of existing sources through management, and provide early warning of existing contamination through ground water monitoring. The **Wellhead Protection Area (WHPA)** in the McCook Two-Mile Planning Jurisdiction in **Illustrations 4.1 and 4.5**.

### CLIMATE

The climate of the McCook area is continental and characterized by widely ranging seasonal temperatures and rapidly changing weather patterns. The temperature ranges from an average daily minimum of 14.6°F in January and maximum of 92.7°F in July. The total annual precipitation is 20.42 inches.

## LAND USE ANALYSIS

### EXISTING LAND USE PROFILE

**Existing Land Use** in and around McCook is identified in **Table 4.2, Page 4.8, and Illustrations 4.2 and 4.3, Pages 4.10 and 4.11**. The **Table** analyzes land uses within the Corporate Limits of the City of McCook and compares them to National Planning Standards.



## THE BUILT ENVIRONMENT

The built environment of McCook is characterized by its districts, roadways and landmarks. The combination of these physical features creates a sense of place for the citizens and patrons of McCook. The natural terrain enhances the built environment by providing an aesthetic base for urban development. The districts and neighborhoods are defined by their edges or boundaries. The major transportation corridors and the physical barriers of the terrain generally create the edge of each district, giving the neighborhoods distinct boundaries.

**Designating the proper land uses adjacent the Highway 6/34 and 83 Corridors is essential.** The general trend is to guide commercial and industrial development along the right-of-ways of Highways 6/34 and 83 industrial land uses are concentrated in two industrial parks in the southwest and northeast portions of the City.

Downtown McCook is planned to remain the primary focus of specialty shops and professional offices. The majority of the future “automotive orientated” commercial uses are recommended along the right-of-ways of Highways 6/34 and 83.

Future industrial uses are planned to remain in their current locations with modest growth extending into the Two-Mile Planning Jurisdiction, along the Burlington Northern Santa Fe Railroad Corridor.

### EXISTING & FUTURE LAND USE CAPACITY MATRIX McCOOK, NEBRASKA 1999-2023

2013 ESTIMATED POPULATION - 7,656

2023 ESTIMATED POPULATION - 7,587

|                                    | 1999         | 2013         | PERCENT        | McCOOK         | NATIONAL       | TOTAL                |            |
|------------------------------------|--------------|--------------|----------------|----------------|----------------|----------------------|------------|
|                                    | ACRES        | ACRES        |                | PLANNING       | PLANNING       | ACRES NEEDED         | TOTAL      |
|                                    |              |              |                | STANDARD (MPS) | STANDARD (NPS) | 2023**               | Plus/Minus |
| Park/Recreation/Open Space         | 244          | 295          | 8.4 %          | 3.8            | 2.0            | 288 / 152            | 136        |
| Public/Quasi-Public                | 425          | 436          | 12.5 %         | 5.7            | 2.8            | 432 / 212            | 220        |
| Residential                        | 639          | 658          | 18.8 %         | 8.6            | 10.0           | 652 / 758            | -106       |
| <i>Single &amp; Two-Family</i>     | 564          | 584          | 16.7 %         | 7.6            | 7.5            | 577 / 568            | 9          |
| <i>Multifamily</i>                 | 44           | 46           | 1.3 %          | 0.6            | 2.0            | 45 / 152             | -107       |
| <i>Mobile Home/Other</i>           | 31           | 28           | 0.8 %          | 0.4            | 0.5            | 30 / 38              | -8         |
| Commercial                         | 193          | 203          | 5.8 %          | 2.7            | 2.4            | 205 / 182            | 23         |
| Industrial                         | 133          | 247          | 7.1 %          | 3.2            | 2.3            | 242 / 174            | 68         |
| Streets/Alleys & Railroad Corridor | 599          | 605          | 17.3 %         | 7.9            | 9.0            | 599 / 682            | -83        |
| <b>Total Developed</b>             | <b>2,232</b> | <b>2,443</b> | <b>69.9 %</b>  | <b>31.9</b>    | <b>28.5</b>    | <b>2,418 / 2,160</b> | <b>258</b> |
| Vacant <sup>^</sup>                | 1,168        | 1,054        | 30.1 %         | 13.8           | 6.5*           | 1,046 / 489          | 557        |
| <i>Developable</i>                 | 701          | 632          | 60.0 %         | 8.3            | 6.5            | 629 / 493            | 136        |
| <i>Not Developable</i>             | 467          | 422          | 40.0 %         | 5.5            | NA             | 417 / NA             | NA         |
| <b>Total Acreage</b>               | <b>3,400</b> | <b>3,497</b> | <b>100.0 %</b> | <b>45.7</b>    | <b>35.0</b>    | <b>3,464 / 2,649</b> | <b>815</b> |

<sup>^</sup>Estimated Current Vacant Land has the following general Zoning/Land Use Classification:

Residential = 35%, Commercial = 20%, Industrial = 45%.

\*Vacant Land Capable of Development.

\*\*Based on Medium Population Projection.

Source: Hanna/Keelan Associates, P.C., 2013.

## PARKS/RECREATIONAL

Park facilities in the City of McCook include Kelley Park and the Municipal Swimming Pool, Norris Park, Elks City Park, Russell Park, Barnett Park, Heritage Hills Golf Course, and Karrer Park. These parks, along with open space areas within drainage ways, comprise a total of 295 acres, or 8.4 percent of the total 3,497 acres in McCook.

## PUBLIC/QUASI-PUBLIC

A large percentage of public land uses are a result of the County Fairgrounds and the Ben Nelson Regional Airport being located within the Corporate Limits of the City. Typical uses include the Public Schools, City and County buildings, U.S. Post Office, churches and cemeteries. Approximately 13 percent, or 436 acres of the incorporated area are utilized by Public/Quasi-Public land uses.

## RESIDENTIAL

Single and Multifamily residential uses housing workforce families and retirees are the primary housing types in the Community. Residential uses occupy an estimated 660 acres of land, or 19 percent of the City's total area. **National Planning Standards reveal that the City of McCook could support up to 106 additional acres of land for residential uses.**

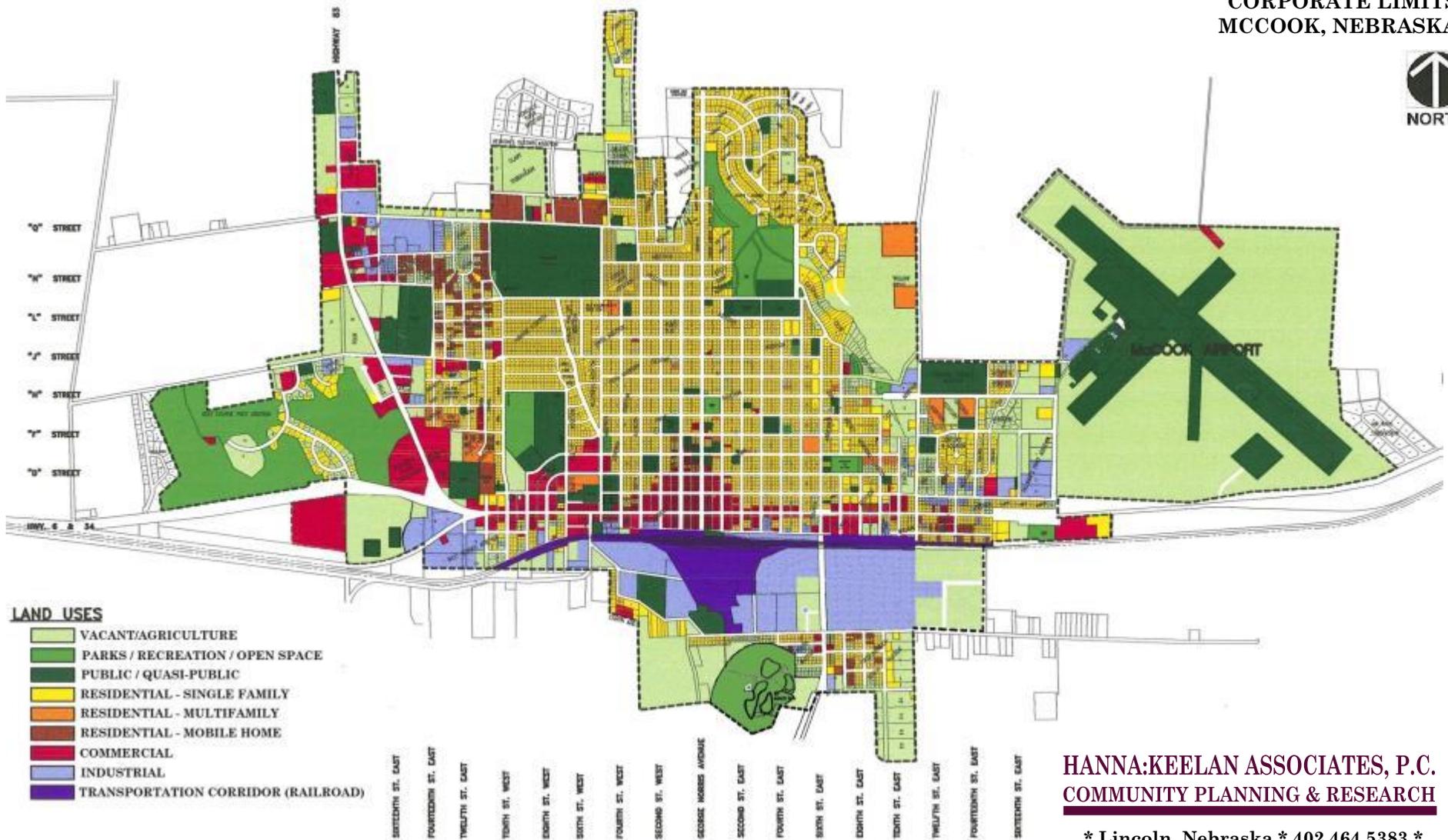


## Major Existing Land Use Issues

The **Total Area** included within the Corporate Limits of McCook in 2013 is approximately 3,500 acres, which equates to **45.7 Acres Per 100 Persons**. After applying National Planning Standards, McCook has over 820 acres of additional land than the typical City its size.

- ❖ *The Land Use Categories with excess acreage include Parks, Public/Quasi-Public, multifamily, Industrial and Vacant properties.*
- ❖ *By comparison, McCook would need an additional 107 acres of Multifamily acreage to meet the recommended National Standards.*

**EXISTING LAND USE MAP**  
**CORPORATE LIMITS**  
**MCCOOK, NEBRASKA**

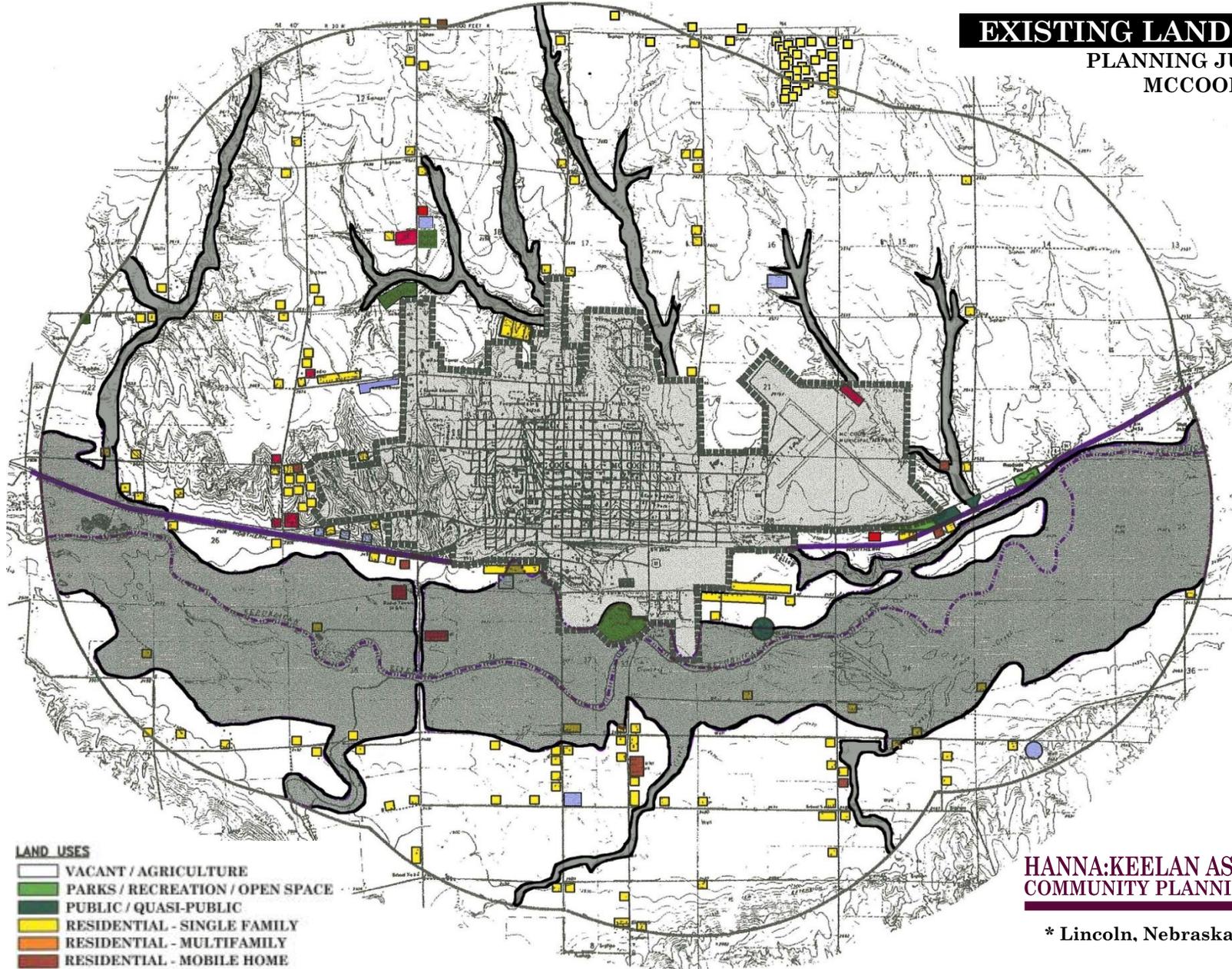


**HANNA:KEELAN ASSOCIATES, P.C.**  
**COMMUNITY PLANNING & RESEARCH**

\* Lincoln, Nebraska \* 402.464.5383 \*

**ILLUSTRATION 4.2**

**EXISTING LAND USE MAP**  
**PLANNING JURISDICTION**  
**MCCOOK, NEBRASKA**



**LAND USES**

- VACANT / AGRICULTURE
- PARKS / RECREATION / OPEN SPACE
- PUBLIC / QUASI-PUBLIC
- RESIDENTIAL - SINGLE FAMILY
- RESIDENTIAL - MULTIFAMILY
- RESIDENTIAL - MOBILE HOME
- COMMERCIAL
- INDUSTRIAL
- CORPORATE LIMITS
- 100-YEAR FLOOD PLAIN

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

\* Lincoln, Nebraska \* 402.464.5383 \*

**ILLUSTRATION 4.3**

## **COMMERCIAL**

A comparison of land use ratios from National Planning Standards indicates that the McCook has slightly more commercial land uses than the recommended standard. Although commercial uses will continue to be developed along the Highways 6/34 and 83 Corridors, Downtown McCook is desired by residents to be the commercial focal point of the City.

## **INDUSTRIAL**

The amount of land occupied by industrial uses in McCook exceeds Planning Standards by 40 percent. This trend would be even more significant if vacant land planned and zoned for industrial uses were included. A McCook economic development initiative began in 2004 to attract industrial businesses. This initiative has been very successful, driven by the McCook Economic Development Corporation. U.S. Census Workforce Employment Data from 2011 indicate that 1,862 workers commute to McCook for employment, while 1,882 of the City's 3,287 employees live and work in McCook. Thus, approximately 1,405, or 42.7 percent of employees that live in McCook commute for work beyond the Corporate Limits of the City. This includes an estimated 831 employees commuting more than 50 miles to work.

Results of the **Workforce Housing Needs Survey** indicated of the 192 employees that completed surveys, 86 have a desire to purchase a home in McCook. An additional 76 would like to rent a home or apartment in McCook.



# Priorities for Growth and Development.

The results of the Existing Land Use Analysis revealed that McCook needs to concentrate its efforts on expanding the amount of land dedicated to residential uses and diversifying commercial land uses.

- ❖ *The City is particularly underdeveloped in terms of Multifamily Housing, but also is in need of additional single family dwellings to expand its population base and meet the needs of the local workforce.*
- ❖ *McCook should strive to double the amount of acres devoted to multifamily housing.*
- ❖ *Downtown McCook needs to attract additional retail businesses and upper-level residential uses.*
- ❖ *Automotive oriented commercial uses should be focused along the Highway 6/34 and 83 Corridors.*

## ***FUTURE LAND USE***

---

The City of McCook, has proposed a goal of implementing appropriate community and economic development initiatives to achieve a stabilized population base. Since 1980, the City has experienced a declining population. Estimates for the next 10-years indicate population declines will stabilize with a population decline of 69, by **2023**. Reversing this trend will require the creation of jobs, housing and the availability of new subdivisions to support development. The lack of available housing over the past several years has prevented existing businesses and public facilities such as the Community Hospital from hiring additional staff or expanding existing businesses.

Future development of large, vacant tracts of land within the Corporate Limits, in most instances, are planned and zoned in support of industrial uses. Vacant lands within the City were determined to include approximately 1,054 acres.

Vacant tracts associated with the Ben Nelson Regional Airport and adjacent the Burlington Northern Santa Fe Railroad Corridor are examples of lands designated for industrial development.

**Illustrations 4.4 and 4.5 identify future land use patterns for the City of McCook, both within the Community and the Planning Jurisdiction.**

### **INFILL DEVELOPMENTS**

The strategic development of infill lots and other vacant land areas within the Corporate Limits would allow for managed growth and the utilization of the existing infrastructure, including streets, electrical, gas, water and sewer systems. However, these vacant parcels are not sufficient to meet the needs for future residential, commercial and parks/recreation and open space

**Illustration 4.4, Future Land Use Map**, highlights the future land use development recommendations for areas within the Corporate Limits of McCook. The **Future Land Use Map** also identifies the growth areas proposed to the west, northwest, and north of the City, within the Two-Mile Planning Jurisdiction.

**Vacant lands designated for new residential development both within and adjacent the Corporate Limits, in most cases, will require an extension of all utilities.**

Housing projections through 2023 must be supported by expanding the Utility Service Area. If projections for 2023 are to be met, the City will need to expand water and sewer services to the Utility Service Area.

- ❖ *The Public Works Staff estimated the northwest growth area, extending from “Q” Street north to the Work Ethic Camp, has sufficient water and sewer trunk lines to support development in the area.*
- ❖ *Most of the other remaining growth areas would require costly extensions of utility systems.*

## PARKS & RECREATION

**An estimated 295 acres of land in McCook are designated for parks and recreation.** This acreage exceeds the amount of land recommended by current National Planning Standards. The City maintains several Parks including **Barnett Park, Kelley Park, Elks City Park, Norris Park, Russell Park and Karrer Park.** Efforts to modernize and expand park equipment in the existing parks and expand the hiking/biking trails system should be the two areas of focus for parks and recreation improvement during the 10-year planning period.



## PUBLIC/QUASI-PUBLIC

Future public/quasi-public land uses in McCook will be primarily comprised of additional acreage to accommodate future expansions of existing uses. Existing facilities are expected to be sufficient to meet the service requirements of a growing community. The recently completed McCook Municipal Building consolidates three facilities: City Hall, City Police and City Fire Departments, that were formerly housed in separate facilities. Future uses of the former facilities are yet to be determined and could be converted for uses other than public.



## RESIDENTIAL AREAS

Future residential development in and around the City of McCook should be of a high priority to the Community, during the 10-year planning period. The City should provide an estimated 758 acres of residential land, based on National Planning Standards, for residential development, if the City is to provide additional housing options to all income sectors, age groups and family types/sizes.

The **Future Land Use Map, Illustration 4.4**, identifies newly designated residential areas in and around McCook as single family and multifamily uses. These designations will allow developers the option of providing a variety of housing for families, singles, older adults and special populations.

# FUTURE LAND USE MAP

CORPORATE LIMITS  
MCCOOK, NEBRASKA



## LEGEND

- PARKS/RECREATION
- PUBLIC/QUASI-PUBLIC
- SINGLE FAMILY RESIDENTIAL
- MULTIFAMILY RESIDENTIAL
- MOBILE HOME RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- RAILROAD CORRIDOR
- CORPORATE LIMIT LINE

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

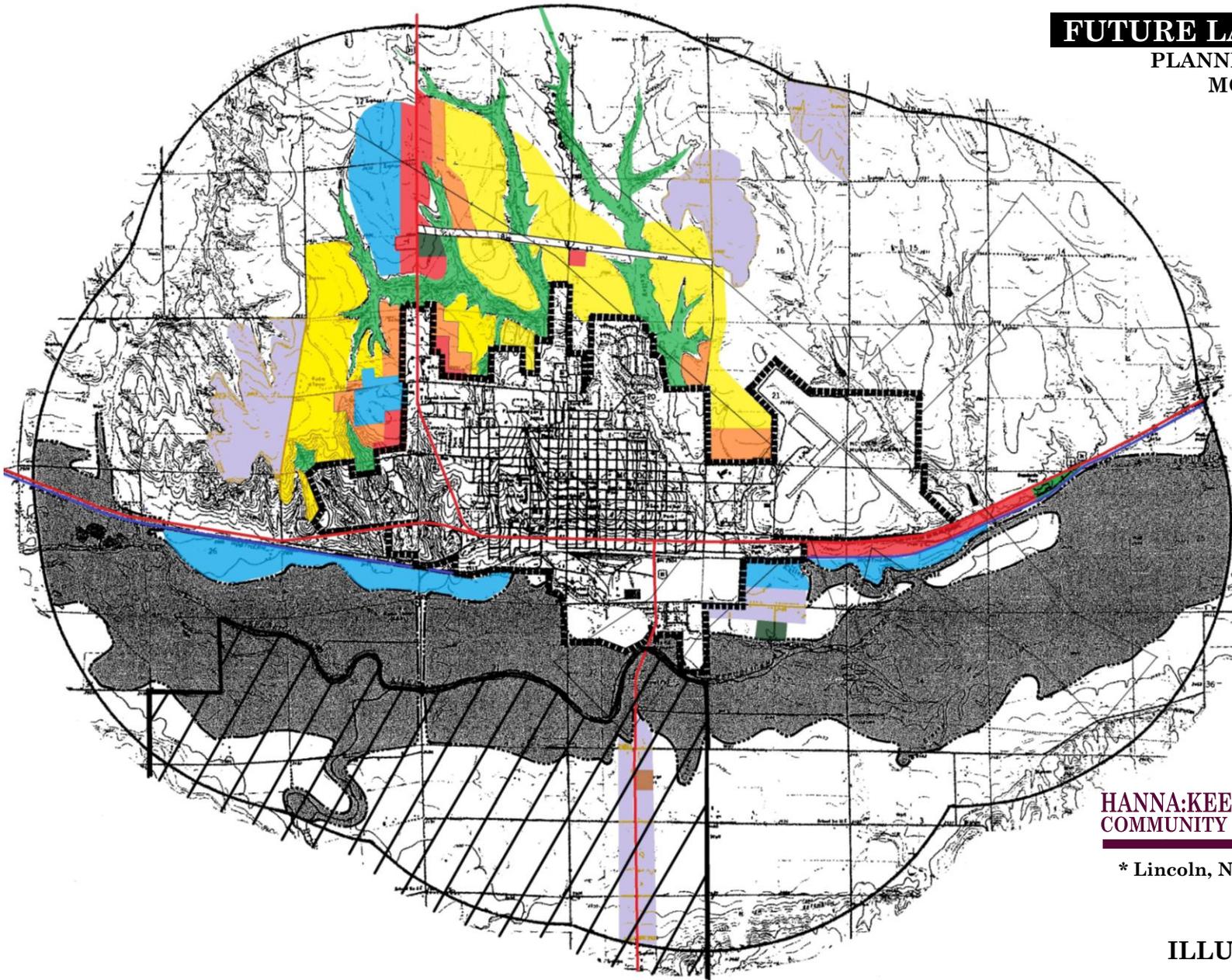
\* Lincoln, Nebraska \* 402.464.5383 \*

ILLUSTRATION 4.4

# FUTURE LAND USE MAP

PLANNING JURISDICTION

MCCOOK, NEBRASKA



**LEGEND**

|  |                           |
|--|---------------------------|
|  | VACANT / AGRICULTURE      |
|  | PARKS/RECREATION          |
|  | PUBLIC/QUASI-PUBLIC       |
|  | SINGLE FAMILY RESIDENTIAL |
|  | MULTIFAMILY RESIDENTIAL   |
|  | MOBILE HOME RESIDENTIAL   |
|  | LARGE LOT RESIDENTIAL     |
|  | COMMERCIAL                |
|  | INDUSTRIAL                |
|  | 100-YEAR FLOODPLAIN       |
|  | WELLHEAD PROTECTION AREA  |
|  | CORPORATE LIMIT LINE      |
|  | HIGHWAY CORRIDOR          |
|  | RAILWAY CORRIDOR          |

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

\* Lincoln, Nebraska \* 402.464.5383 \*

**ILLUSTRATION 4.5**

The following provides a description of the future residential land use compositions for the Community.

- ❖ **Single family housing** development should first occur within the Corporate Limits of McCook. Only a few large tracts of vacant land remain, such as the Clary Subdivision and around the Kelley Creek Subdivision. The first, located in the northern portion of McCook, has recently been re-platted.
- ❖ **Multifamily housing** development must be pursued during the planning period. The Existing Land Use Analysis concluded that multifamily acreage in McCook is currently 107 acres less than recommended Planning Standards. The trend of residential development in McCook has focused on single family houses. To expand affordable housing options for single adults, families, retirees and the elderly, the McCook Planning Steering Committee established a priority for the development of a variety of multifamily housing types through 2023, including upper level housing in Downtown commercial buildings.

The consensus of the **Planning Steering Committee** was that new residential development should occur within the Corporate Limits of McCook. If sufficient lands were not available, the development of planned growth areas would be implemented in conformance with the **Future Land Use Map, Illustration 4.5**. The primary residential growth areas are located in the west, northwest and northern portions of the Planning Jurisdiction.

### COMMERCIAL

Future commercial land use areas are anticipated to include replacing vacant lots and existing deteriorated and/or abandoned buildings along the Highway 6/34 and 83 Corridors. Automotive oriented commercial uses and big box retail outlets should continue to be Developed along the Highway 83 Corridor. Future highway commercial development should proceed with caution as to not diminish the role of Downtown McCook as the primary center of commerce and entertainment.

**Specialty retail, cafes/restaurants, and professional offices are encouraged to further diversify commercial venues in Downtown McCook.**



## INDUSTRIAL

The City of McCook has sufficient vacant land in areas designated for future industrial uses along the Burlington Northern Santa Fe Railroad Corridor and at the Ben Nelson Regional Airport. McCook currently has an estimated 247 acres of industrial land within the Corporate Limits. The McCook Industrial Park has attracted large industries, such as Valmont Irrigation, and is projected to provide land area for industrial growth opportunities throughout the 10-year planning period. An additional industrial growth area is proposed in the northwest portion of the Planning Jurisdiction, west of the Highway 83 Corridor.

To provide jobs for an increasing population base and to attract additional business and industry to McCook, it is recommended that vacant lands within these industrial areas be prepared to support new industrial uses. The City must maintain enough industrial land for growth and development. Local development groups, organizations and property owners, with the guidance of the McCook Economic Development Corporation are encouraged to promote and continue their support for additional industrial land development.



The **Future Land Use Maps, Illustrations 4.4 and 4.5**, identify proposed industrial land areas both within the City and the Two-Mile Planning Jurisdiction.

The current industrial tracts within the Corporate Limits that are in a state of transition or possessing vacant parcels in close proximity to residential development, are encouraged to become "light" industry. The reason is twofold: one, it creates a more compatible land use with adjacent commercial and residential properties; and two, it satisfies a need in the Community.

## INTENSIVE AGRICULTURAL USES

The McCook Planning Commission recognizes the importance of agricultural practices, including livestock facilities, to the economy of the Community. The expansion of existing livestock confinement operations within the Planning Jurisdiction of the City of McCook should only be permitted in unique circumstances.

The development of new livestock confinement operations should be prohibited in the Planning Jurisdiction of the City. Floodplains associated with Republican River and its tributaries prohibit the development of the City beyond its current Corporate Limits to the south. Therefore, the remaining portions of the Two-Mile Planning Jurisdiction of the City are vital to the continued growth and development of McCook. **Livestock confinement operations are best suited for locations within rural Red Willow County.**

## LAND USE PLAN/ IMPLEMENTATION

Various funding sources exist for the preparation and implementation of a capital improvement budget designed to meet the funding needs of proposed development activities. These include Local, State and Federal funds commonly utilized to finance street improvement funds, i.e. Community Development Block Grants, Special Assessments, General Obligation Bonds and Tax Increment Financing (TIF). The use of TIF for redevelopment projects in the areas such as the Downtown and adjacent older residential neighborhoods is deemed to be an essential and integral element of development and redevelopment planning.

### **Redevelopment Areas #1, #2 and #3**

includes the Downtown and adjacent older neighborhoods, and the Highways 6/34 and 83 Corridors (**See Illustration 4.6**). Redevelopment Area #3 also includes the former St. Catherine's Apartments that are recommended for demolition with the land area replaced with new residential uses. The upper levels of Downtown commercial buildings are also recommended for adaptive reuse as residential apartments and condos, in conformance with the priorities set forth in the Community Housing Study.

Each Redevelopment Area has been officially declared blighted and substandard and contain a General Redevelopment Plan. TIF is available for both redevelopment and development projects in the area.

## ANNEXATION POLICY

Future annexation activities in the City of McCook, both voluntary and involuntary, should occur in the non-agricultural land use areas identified in **Illustration 4.5, Future Land Use Map**. Several tracts of land could be annexed at a point in time when in conformance with and meeting the criteria of Nebraska State Statutes. A certain amount of **vacant land** will also be needed in each area to provide an overall functional land use system. To develop the Community in the most efficient and orderly manner possible, the focus should be placed, first, on the development of suitable vacant land within the Corporate Limits of McCook.

**There presently exists an estimated 1,054 acres of vacant land within the Corporate Limits.** An estimated 60 percent of the vacant land is not developable, due to limitations from steep topography or floodplains. It is estimated that the majority of the remaining 40 percent of the vacant land is designated for industrial development.

## *Areas for Annexation*

Areas directly adjacent the existing Corporate Limits to the west, northwest and north of the City are recommended to be conserved for annexation throughout the 10-year planning period. These areas are all capable of being served by extensions of municipal infrastructure and utility systems. These areas are identified in **Illustrations 4.5, Future Land Use Map**. Much of the land located in identified growth areas to the west of the City will only become viable upon development of trunk line sewer mains to sustain development in specific drainage basins. Growth Areas northwest and north of the City have existing infrastructure and trunk lines that can facilitate development.

Vacant land within the current Corporate Limits, designated for future residential development, is not of sufficient size to meet the residential needs during the 10-year planning period. Thus, plans must be developed to expand the utility service area of McCook into all growth areas.

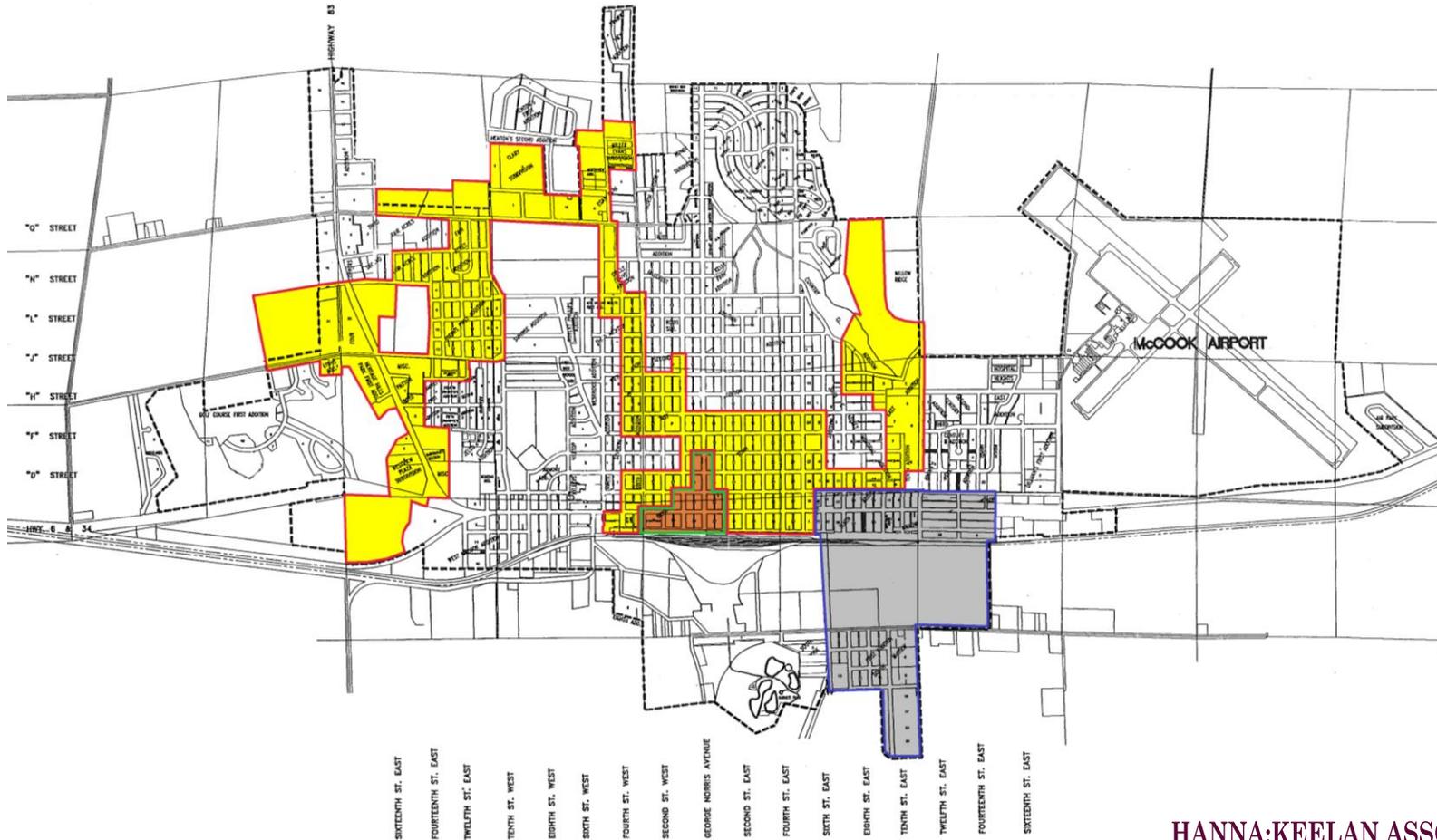
## ZONING

Development, redevelopment and annexation projects should conform to the requirements of the Community's zoning districts. **Illustrations 4.7 and 4.8** highlight the **Official Zoning Map** for the City and the Two-Mile Planning Jurisdiction.

# REDEVELOPMENT AREAS MAP

McCOOK, NEBRASKA

2013



## LEGEND

- CITY OF McCOOK CORPORATE LIMITS
- REDEVELOPMENT AREA #1
- REDEVELOPMENT AREA #2
- REDEVELOPMENT AREA #3

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

\* Lincoln, Nebraska \* 402.464.5383 \*

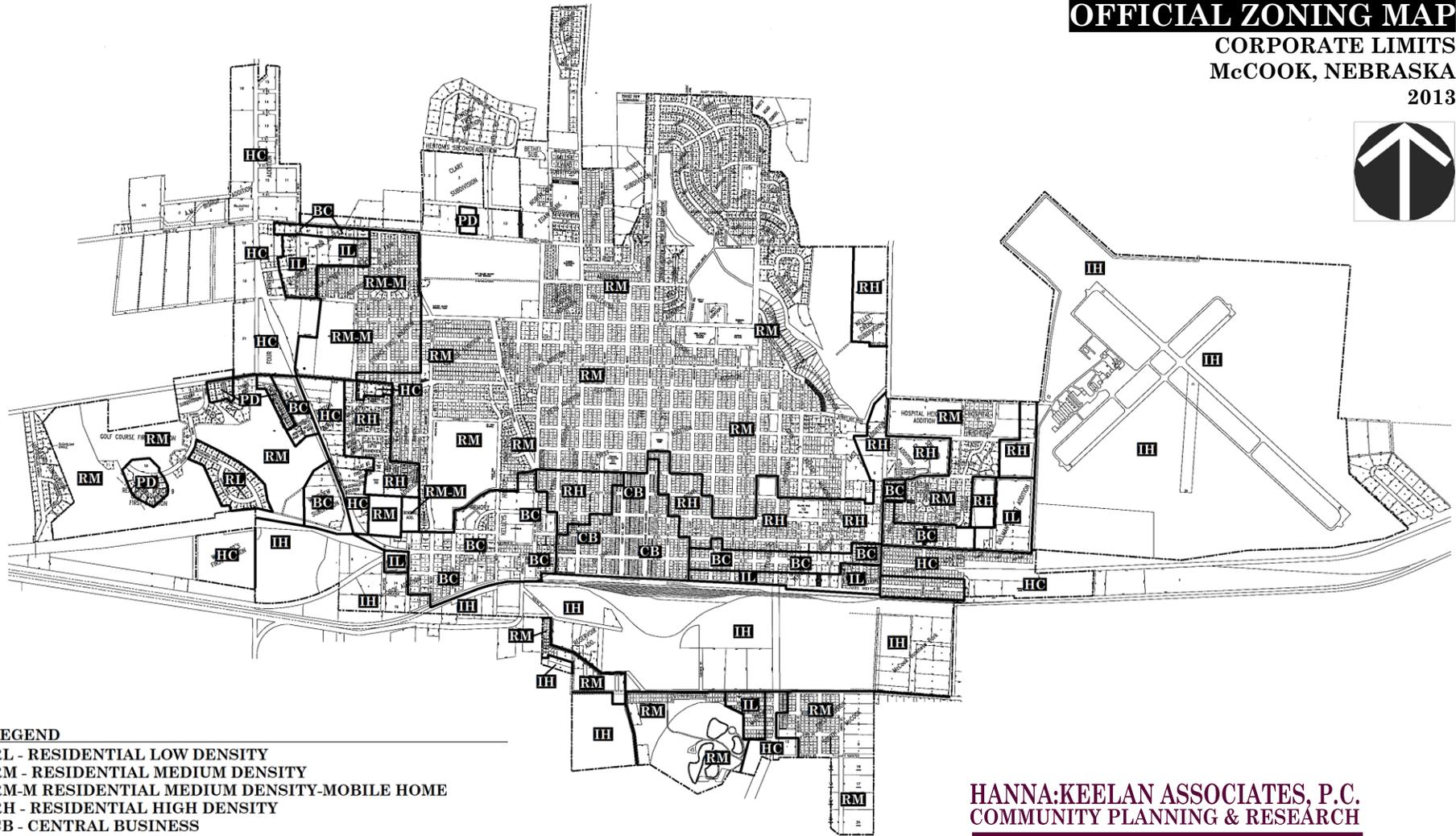
ILLUSTRATION 4.6

# OFFICIAL ZONING MAP

CORPORATE LIMITS

McCOOK, NEBRASKA

2013



## LEGEND

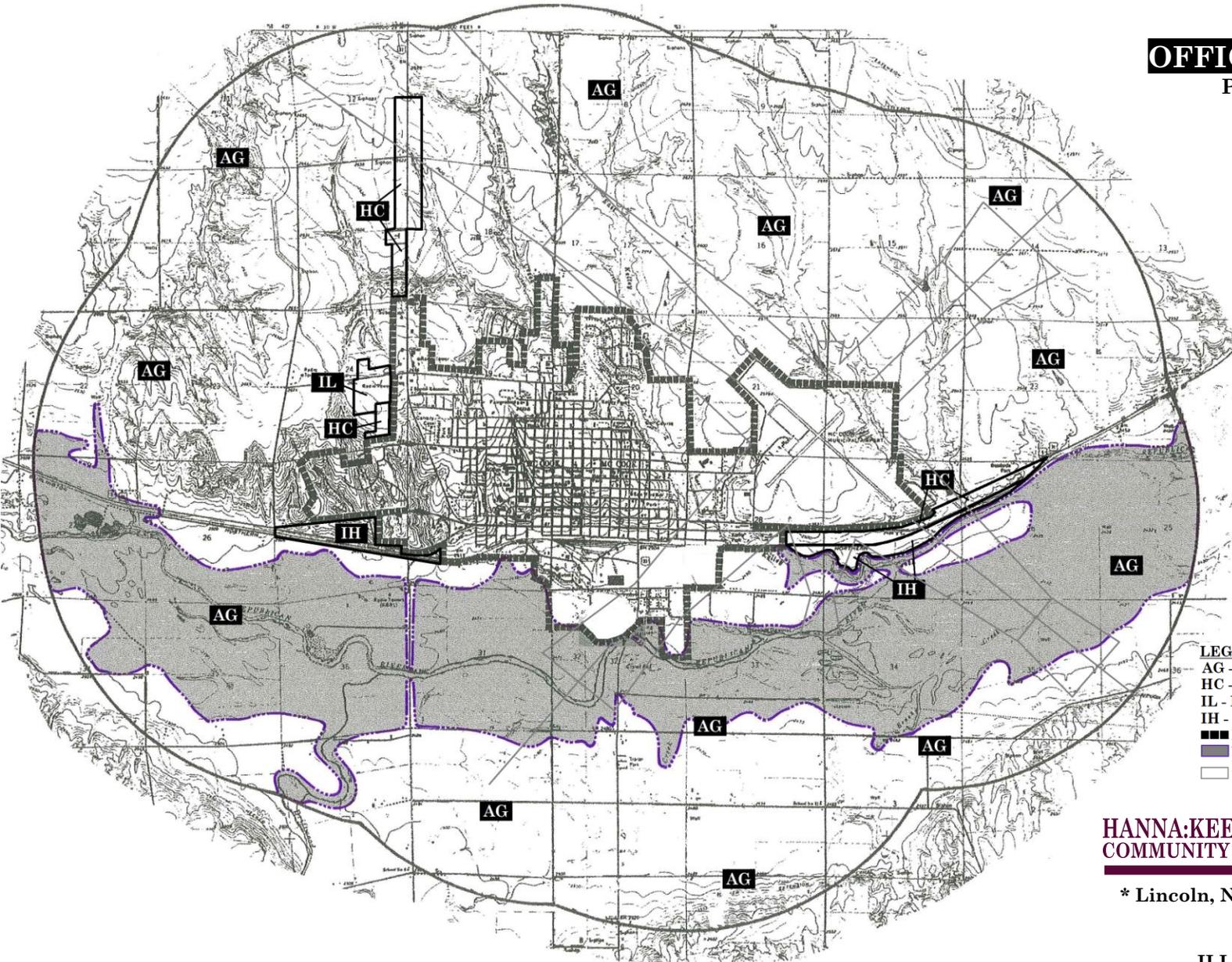
- RL - RESIDENTIAL LOW DENSITY
- RM - RESIDENTIAL MEDIUM DENSITY
- RM-M RESIDENTIAL MEDIUM DENSITY-MOBILE HOME
- RH - RESIDENTIAL HIGH DENSITY
- CB - CENTRAL BUSINESS
- BC - BUSINESS COMMERCIAL
- HC - HIGHWAY COMMERCIAL
- IL - INDUSTRIAL LIGHT
- IH - INDUSTRIAL HEAVY
- - - McCOOK CORPORATE LIMITS

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

\* Lincoln, Nebraska \* 402.464.5383 \*

ILLUSTRATION 4.7

**OFFICIAL ZONING MAP**  
**PLANNING JURISDICTION**  
**McCOOK, NEBRASKA**  
**2013**

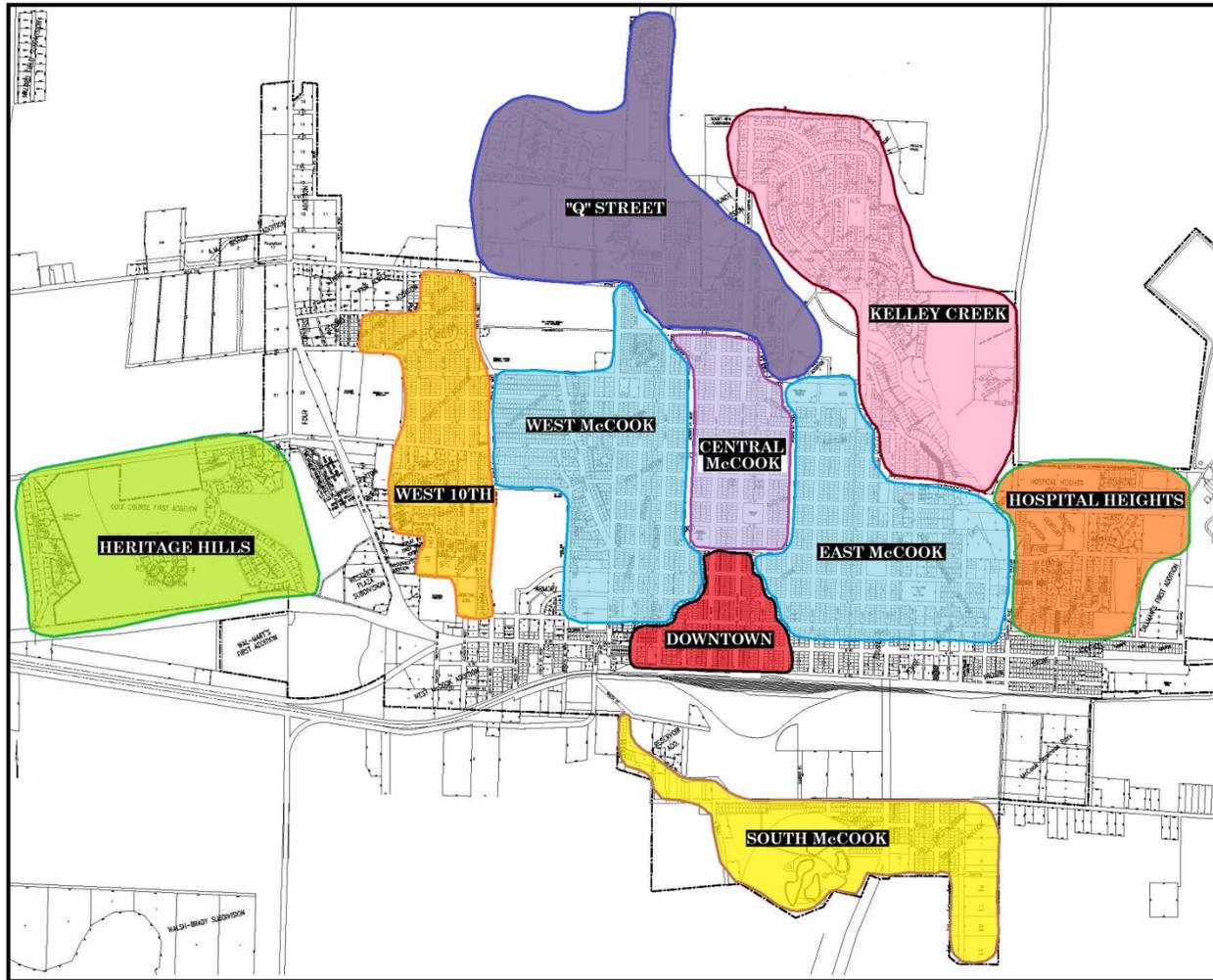


- LEGEND**
- AG - AGRICULTURAL
  - HC - HIGHWAY COMMERCIAL
  - IL - INDUSTRIAL LIGHT
  - IH - INDUSTRIAL HEAVY
  - McCOOK CORPORATE LIMITS
  - 100-YEAR FLOODPLAIN
  - BEN NELSON REGIONAL AIRPORT APPROACH ZONE

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

\* Lincoln, Nebraska \* 402.464.5383 \*

ILLUSTRATION 4.8



## ***NEIGHBORHOOD AREA PLANS***

---

Nine McCook residential neighborhoods are unique for their eras of construction, geographic features and/or established borders. With each neighborhood, boundaries were based upon street corridors or the platting of subdivisions with distinct edges.

Each neighborhood has a portion located within a designated Redevelopment Area. These Redevelopment Areas provide access to TIF as an incentive to make improvements to both private and public property. Older neighborhoods with structures and utility systems in need of rehabilitation, along with newly developing subdivisions can greatly benefit from having access to TIF as a financial incentive to complete needed improvements or installation of new infrastructure systems.

Residential neighborhoods within these Redevelopment Areas have priorities for preservation, rehabilitation or replacement housing efforts. These issues are addressed in the following discussion.

## Central McCook.

This neighborhood is generally located between East and West Second Streets, from “F” Street, north to “O” Street.

Downtown McCook is located to the south of “F” Street. The **Central McCook Neighborhood** is unique for its grass covered boulevards at the center of George Norris Avenue. Also located in this Neighborhood are the McCook Public Library, Norris Park and Central Elementary School. Some of the most unique late 1880s to 1920s era houses in McCook are found in this Neighborhood, including the homes of Governors and/or Senators Frank Morrison, E. Ben Nelson and George W. Norris. Most notable is the Frank Lloyd Wright’s “Sutton House” located at the northwest corner of George Norris Avenue and “F” Street.



The Sutton house is the only known structure to have been designed by Architect Frank Lloyd Wright in the State of Nebraska.

The Central McCook Neighborhood was platted in a standard gridiron pattern with 300’ square blocks and 12 individual lots at 50’ x 140.’ Corner lots were often split into two or three parcels, increasing the density of dwellings on a block from 12 to 14, or more. Houses throughout the Neighborhood are generally in good condition, although a few dwellings are in need of moderate- to substantial rehabilitation.

Underground 6” water and 8” sewer mains are appropriately sized by current utility standards. Only segments of George Norris Avenue, East First and West Second Streets, north of “K” Street, have undersized 2” water mains in need of replacement. The primary infrastructure concerns are associated with the advanced age of the underground utility mains which are approximately 70 years of age.

The variety of one and two-story houses with Queen Ann, Neo-Classic, Tudor and Bungalow architectural styles and unique materials and details represent dwellings in this Neighborhood.

## East and West McCook.

The **East McCook Neighborhood** is located east of Downtown McCook, generally between East Second and East Eleventh Streets, from “C” Street, north to “T” and “M” Streets. Neighborhood landmarks include the McCook Community College and Weiland Athletic Field, St. Patrick’s Elementary School and Felling Field.

The **West McCook Neighborhood** is located between West Second and West Tenth Streets, from “D” Street, north to “Q” Street, and excludes both the County Fairgrounds and the McCook Junior/Senior High School. Significant public facilities that are included in the Neighborhood are the U.S. Post Office, Elks City Park and the McCook Elementary School.

The former St. Catherine’s Hospital/ Apartments is located in the West McCook Neighborhood and encompasses an entire City block. The property is outdated, dilapidated and should be demolished to provide for a new residential development.





The East and West McCook Neighborhoods were laid out on the gridiron plan. Single and two-story Bungalows comprise the older portions of the Neighborhood, while post-World War II houses, ranch style and split-level homes of the 1950s to 1970s are prominent in the northern portions.

**Primary Neighborhood issues include:**

- Demolish the St. Catherine’s facility and replace it with a planned residential development of mixed owner and rental housing.
- Houses in need of rehabilitation are concentrated in areas adjacent the Downtown.
- The Housing Office of the MEDC has targeted these areas for rehabilitation. With TIF as a financial incentive, it is anticipated the pace of housing rehabilitation will be increased.
- The primary infrastructure concerns are associated with the advanced age of the underground utility mains which are approximately 70 years of age.

**Hospital Heights.**

The **Hospital Heights Neighborhood** includes the Century and Willow Grove Additions. This Neighborhood is located between East Eleventh Street and the Ben Nelson Regional Airport. The oldest houses within this Neighborhood are located adjacent and south of the Highway 6/34 Corridor. A variety of 1970s and recently constructed single family homes, apartment buildings and townhouses are located in the northern half of the neighborhood near the Community Hospital.

The portion of the Neighborhood located south of “D” Street has houses in the greatest need of rehabilitation or replacement. Those houses are adjacent Highway 6/34 and setback from the corridor between six and 10 feet.



The majority of the houses that front on Highway 6/34 are exceptionally small one- or two-bedroom dwellings, are 100+ years of age. Several have exceeded their viability. Some of these houses are also recommended to be demolished and redeveloped for highway commercial uses.

This Neighborhood is one of the few that has vacant land suitable for residential development. Vacant lots exist to the east of Apollo Street and should be planned for a mixture of single and multifamily residential uses.

Underground utility systems in the northern two-thirds of the neighborhood meet engineering standards. The utility systems in the southern third, are undersized, deteriorating and in need of replacement.

## Kelley Creek.

The northeastern portion of McCook, from Fourth Street West along either side of Kelley Creek to East Eleventh Street is identified as the **Kelley Creek Neighborhood**. The Kelley Park, Municipal Swimming Pool and the northern portion of the McCook Community College campus are located in the Neighborhood.

Subdivisions north of the Creek and to the southeast of the College Campus are platted with curvilinear streets, while areas adjacent and west of George Norris Avenue have square blocks based on the gridiron plan. Houses in this northern Neighborhood were generally constructed between the late 1960s and 1990s and are predominantly Ranch style homes comprised of various exterior materials.

### Primary Neighborhood issues include:

- Houses are typically in good condition, with only a few are in need of minor rehabilitation, ranging from exterior painting to shingle replacement.
- Streets and associated infrastructure are in good condition.
- Underground utility mains are approximately 50+ years of age and in good condition.
- The Neighborhood is in close access to the Kelley Creek Park, which provides ample resources for activities.



- Only two City streets, George Norris Avenue and East 5<sup>th</sup> Street, provide access to residences north of Kelley Creek. Long term plans by the City include a new arterial street between George Norris Avenue and East 11<sup>th</sup> Street, along the north Corporate Limits.
- Vacant land along the Creek, west of East 11<sup>th</sup> Street near the Kelley Creek Apartments, is the only vacant land area remaining in the Neighborhood.



## “Q” Street.

The **“Q” Street Neighborhood** includes the area between West Fourth and West Tenth Streets, north of “Q” Street. Mobile Home Parks currently line the north side of “Q” Street with vacant tracts of land along both sides of West Seventh Street that were never developed. At the north end of West Seventh Street is the Henton’s Addition, a rural subdivision that has not been annexed into the City.

The mobile home parks along “Q” Street were established 50+ years ago and are in substandard condition. The portion of this Neighborhood that is located within the current McCook Corporate Limits is included within Redevelopment Area #3. Deteriorating infrastructure and a large percentage of mobile homes in deteriorated condition with major defects have limited development opportunities.

### Primary Neighborhood issues include:

- Infrastructure and the condition of mobile homes are deteriorating.
- Public School bus barn facility and grounds in poor condition.
- Use of TIF to develop new subdivision and replace the mobile home park would greatly enhance the Neighborhood.

## West 10<sup>th</sup>.

The residential areas between West 10<sup>th</sup> Street and the Highway 83 Corridor comprise the **West 10<sup>th</sup> Neighborhood**. Platting throughout these residential areas was based on the standard gridiron plan, although Fair Acres Drive does form a “U-shaped” loop through several blocks, north of “N” Street.

A variety of single, multifamily and mobile homes are concentrated in separate areas of the Neighborhood. A mixture of single family dwellings and mobile homes are located throughout the northern portion of the Neighborhood. These dwellings and associated properties range in condition from good to poor, with a significant amount of the structures in need of rehabilitation.

A mixture of houses, townhouses and apartments, including McCook Housing Agency properties, the Missouri Avenue Manor and West Wood Circle apartments, are concentrated in the southern portion of the Neighborhood. Although the majority are well maintained, many dwellings are in need of minor rehabilitation.

### **Primary Neighborhood issues include:**

- Infrastructure and condition of mobile homes are deteriorating.

- Water mains along “K” Street and portions of Missouri Avenue between “J” and “L” and West 14<sup>th</sup> Street from “J” to “K” are undersized with 4” diameter mains.
- “N” Street, between Missouri Avenue and West 14<sup>th</sup> Street, is platted as an alley, but local residents use it as a street to access properties.



## Heritage Hills.

Several Subdivisions are located throughout the Heritage Hills Golf Course in western McCook, generally located northwest of the Highway 83 and 6/34 intersection. Some of the largest homes in McCook are located in the **Heritage Hills Neighborhood**. The residential subdivisions are only accessed by either “J” Street or Highway 6/34.

The Golf Course, which meanders through the residential areas, is one of the most appealing attributes of the Neighborhood.

Infrastructure systems throughout the Neighborhood are in excellent condition and the landscaped greens of the Golf Course enhance the residential areas. The oldest houses throughout the Neighborhood are approximately 30 years of age. Residential growth areas abut the Golf Course to the north, northwest and west, allowing the attributes of the facility to attract additional residential development

### **Primary Neighborhood issues include:**

- The proximity of commercial retail and services along the Highway 83 and 6/34 corridors is an asset to the residences.
- Vacant lots within existing subdivisions and vacant tracts of land adjacent the Golf Course solidify the importance of the facility to future residential development.



## South McCook.

The **South McCook Neighborhood** is located in the southern portion of the City, south of the Burlington Northern Santa Fe Railroad Corridor. A variety of residential subdivisions are located adjacent and south of South Street. The eastern two-thirds of the Neighborhood is included in a Redevelopment Area, where TIF can be used as an incentive to make public and private improvements to this deteriorating residential area.

Most of the houses in the Neighborhood were constructed in the 1920s and are nearing 100 years of age. The majority of the houses are small, one- and two-bedroom Bungalow style dwellings that lack adequate up-keep and maintenance. The Sixth Street Overpass and an underpass at Federal Street are the only access points the Neighborhood has to the rest of the City.

### **Primary Neighborhood issues include:**

- Age and associated condition of infrastructure systems and property limit the viability of the Neighborhood.
- Highway 83 (East Sixth Street) is the primary access Street to the Area.
- Undersized 2” and 3” water mains are excessively old and in need of replacement.
- South McCook is the Neighborhood in need of the most improvement.



## ***NEIGHBORHOOD PRESERVATION & DEVELOPMENT PRIORITIES***

The **Central, East, West, West 10<sup>th</sup> and South McCook Neighborhoods** contain the oldest residential areas of McCook. The associated infrastructure systems, street trees and public facilities reflect similar ages and potential needs for improvement.

### **Central, East, West, West 10<sup>th</sup> and South McCook Neighborhood Priorities.**

- ◆ Housing rehabilitation is most needed in each Neighborhood to protect the viability of residential properties.
- ◆ Very few, if any, vacant lots exist in these neighborhoods, but the potential for housing demolition and replacement exists. Housing design standards should be considered so that new single and multifamily structures are compatible with the sizes, architectural styles, building materials and colors that are unique to the neighborhoods.
- ◆ The large street trees provide a canopy covering over a few streets in each Neighborhood. A tree maintenance and replacement program should be coordinated with the City.
- ◆ Each Neighborhood contain portions of underground infrastructure systems 70+ years of age and needing replacement.
- ◆ Many streets in these older Neighborhoods have paved concrete surfaces and are in good condition.
- ◆ An annual review of these Neighborhoods streets should be coordinated with the yearly “One- and Six-Year Street Improvement Plan” for the City of McCook.

- ◆ Public facilities including street lighting, sidewalks, curb and gutters and public parks are directly adjacent each Neighborhood. The condition of these facilities should be monitored for needed improvements with the City.

**Hospital Heights, Kelley Creek, “Q” Street and Heritage Hills Neighborhood Priorities.**

- ◆ All newer Neighborhoods lack mature landscaping, street trees and strong connections to the center of the Community. Attributes such as street trees, landscaping and smaller neighborhood parks, are facilities that could greatly improve the character of these neighborhoods.
- ◆ Traffic calming measures and safe pedestrian crossings are needed for each selected street corridors.
- ◆ The planned Trails system enhancements will greatly expand safe pedestrian routes between these Neighborhoods and the City. Efforts to integrate trail extensions should be a priority of each Neighborhood.



**SECTION 5**  
**PUBLIC FACILITIES,  
UTILITIES &  
TRANSPORTATION.**



# SECTION 5

## *Public Facilities, Utilities & Transportation...*



### INTRODUCTION

---

Section 5 of the **McCook, Nebraska Comprehensive Plan** discusses the existing conditions and planned improvements to the public facility and utility systems in the Community. Quality public facilities, utilities and transportation systems are provided to ensure a high quality of life for all residents of McCook. All improvements to these Community components are aimed at maintaining or improving the quality of life in the City of McCook.

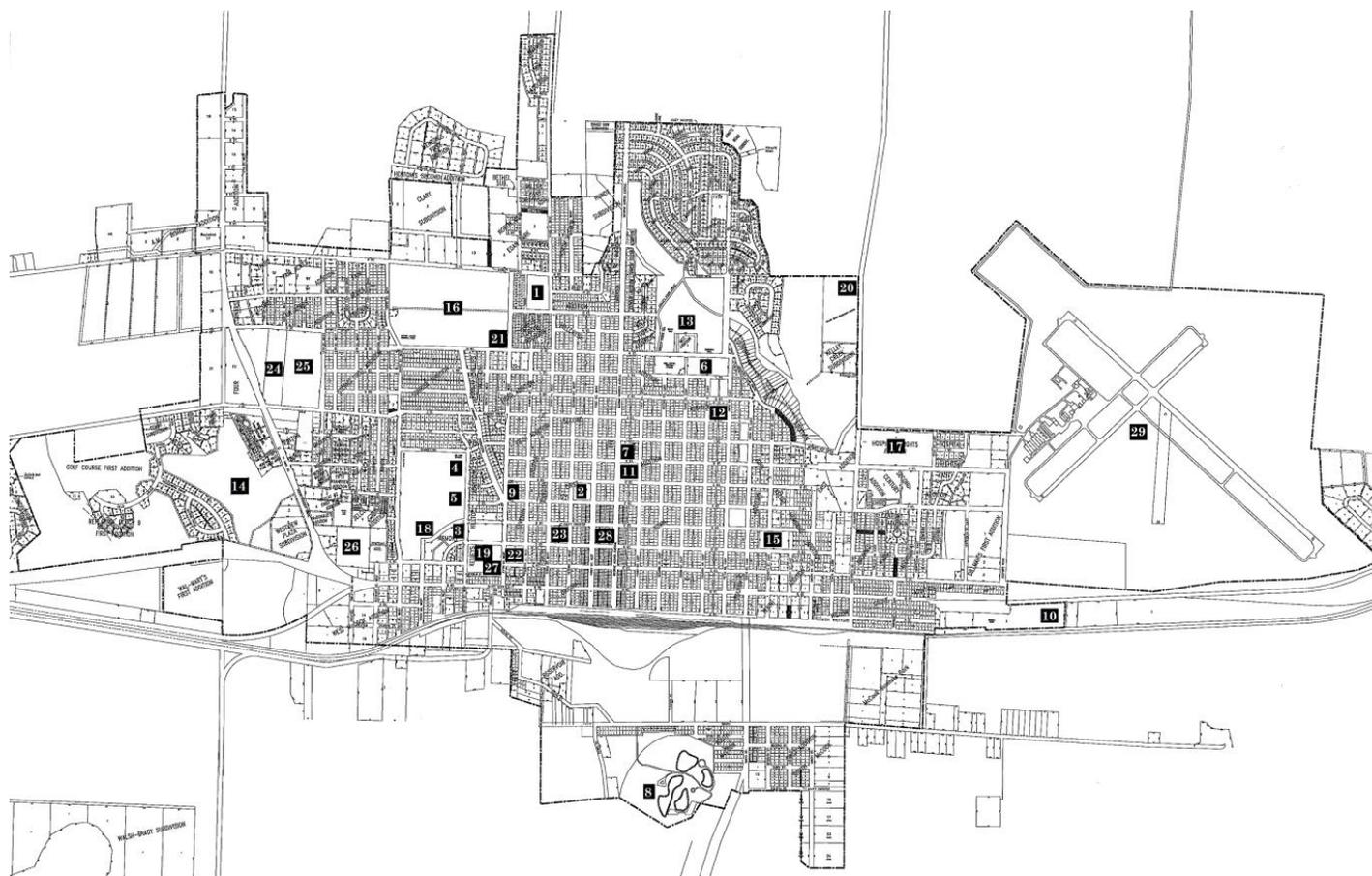
**Public Facilities** identify existing facilities in McCook and determine future needs and desires during the planning period, 2013 to 2023. Public Facilities provide citizens with social, cultural and educational opportunities. Facilities in McCook include, but are not limited to health care, law enforcement, fire protection and recreational facilities such as parks and athletic fields. The locations of these public facilities are identified in the **McCook Public Facilities Map, Illustration 5.1**.

**Public Utilities** address the water, sewage and other related utility systems in the Community, including current condition and capacity. It is the responsibility of any community to provide a sound public infrastructure for its citizens, as well as to provide for anticipated growth. Therefore, it is important that the expansion and maintenance of these systems be coordinated with the growth of McCook. Analysis of these infrastructure systems, via conversations with City maintenance and utility personnel, confirmed that the City must continue to maintain and improve these utility systems.

**Transportation** examines the systems that provide for safe travel of pedestrians and automobiles. The availability of a convenient and efficient transportation system is essential to the continued economic and physical development of McCook. An adequate transportation system is required to transport goods and services to and from major travel routes and market centers outside the City, and provide for the circulation needs within the Community. 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.

# PUBLIC FACILITIES MAP

## MCCOOK, NEBRASKA



### SCHOOLS/EDUCATION

1. McCook Elementary School
2. Central Elementary School
3. McCook Learning Center
4. McCook Junior High School
5. McCook Senior High School
6. McCook Community College
7. McCook Library

### PARKS & RECREATION

8. Barnett Park
9. Elks City Park
10. Karrer Park
11. Norris Park
12. Russell Park
13. Kelley Park/Swimming Pool
14. Heritage Hills Golf Course
15. Felling Field
16. Red Willow County Fairgrounds/Jaycee Park

### HEALTH, WELLNESS & ELDERLY SERVICES

17. McCook Community Hospital
18. Ed Thomas YMCA
19. Hillcrest Nursing Home
20. Willow Ridge Assisted Living
21. Heritage Senior Center

### PUBLIC SAFETY, GOVERNMENT & COMMERCE

22. McCook Police/Fire Department & City Hall
23. McCook Post Office
24. Calvary Cemetery
25. Memorial Park Cemetery
26. Riverview Cemetery
27. McCook City Auditorium
28. McCook Chamber of Commerce

### TRANSPORTATION

29. Ben Nelson Regional Airport

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

\* Lincoln, Nebraska \* 402.464.5383 \*

**ILLUSTRATION 5.1**

## **SCHOOLS/EDUCATION**

Education is becoming increasingly important as the need for a broader-based education with emphasis on technical and human relation skills increases in today's society. Standards developed by educators and planners can provide guidance in the creation of, and additions to, the School District's educational facilities. **McCook Public Schools** is a major contributor to the quality of life and well-being in the Community of McCook. It will be important, from 2013 to 2023, that the facilities maintained by McCook Public Schools have the ability to support a growing population, specifically youth populations.

### **DISTRICT FACILITIES**

McCook Public Schools maintains two elementary schools, a Learning Center and Junior and Senior High School facilities, along with athletic fields and maintenance facilities. Average district enrollment ranges from 1,450 to 1,500 students, with graduating classes ranging from 115 to 135 students. Information associated with the McCook Public Schools facilities was cited from the District Administration and Superintendent's offices.

**McCook Elementary School** – Located at 1500 West Third Street in north central McCook, this School serves grades Pre-Kindergarten through third. The School was constructed in 1950 and consists of nine classrooms and a computer lab. The facility was recently remodeled and has had several additions constructed within the past 10 years. McCook Elementary employs a total of 37 staff members with an 18:1 student to teacher ratio.

**Central Elementary School** – A second elementary school is located at 300 West Fourth Street. The School building was originally constructed in the 1970s and serves fourth and fifth grades. A total of 15 staff members are employed at Central Elementary, with a 20:1 student to teacher ratio. A new full service kitchen is currently under construction.

**McCook Learning Center** – The McCook Learning Center is located in the former Nebraska National Guard Armory building at the intersection of West 7<sup>th</sup> and West "E" Streets. The Learning Center houses the alternative education program and employs three certified staff. Extensive remodeling projects are in progress at the Learning Center. The construction of a new Bus Barn is also in progress on the west side of the Learning Center facility.

**McCook Junior High School** – The McCook Junior High School serves grades sixth through eighth in a facility located at 800 West Seventh Street. Built in the 1960s, the current building consists of modern classroom, library, cafeteria and administrative office amenities. A total of 26 certified staff are employed at the Junior High School, with an 18:1 student to teacher ratio. A remodeling of the kitchen area is planned for 2014.

**McCook Senior High School** – The High School facility for Ninth through Twelfth grades is located at 600 West Seventh Street. The High School was constructed during the 1950s and consists of a gymnasium, library, computer labs, a media center and classrooms. The Senior High School employs a total of 36 certified staff and has a 21:1 student to teacher ratio. Current facility activities include a remodeling of the commons area and athletic track resurfacing. Planned improvements include bleacher replacement in the gym, and a library remodel.



## FUTURE DISTRICT PROJECT & PROGRAM RECOMMENDATIONS

Leadership with McCook Public Schools identified general maintenance of existing facilities as a priority during the 10-year planning period. All current facilities are in “good” to “excellent” condition and have the ability to support current enrollment. Expansion of these facilities will need to be considered when student enrollment increases and nears the target enrollment, or sufficient capacity of classrooms while maintaining the current student to teacher ratio, for each school building.



### *Schools in McCook should meet the following standards and guidelines:*

- ◆ Schools should be centrally located;
- ◆ Schools should not be located near high traffic or heavily concentrated areas with high noise levels;
- ◆ Land acquisition with future expansion in mind; and
- ◆ Adequate open space should be available to students.

The City and McCook Public Schools should support and provide a **high quality of elementary, middle and senior-level education** for residents of the Community and surrounding area. The District should strive to maintain an excellence in education by expanding facilities, amenities and employment opportunities, as needed, while creating new and expanding existing educational programs and activities to support a growing student and faculty population within the Public School system.

**McCook Community College** – This Community College serves as a division of Mid-Plains Community College, based in North Platte, Nebraska, with extended campuses located in the nearby Communities of Ogallala and Imperial. The McCook campus is located in the northeastern portion of the City, at the intersection of East Third and East “L” Streets. The Campus consists of 13 classroom buildings and two residential halls. Total 2012-2013 enrollment was 1,317 students. The Events Center is the newest facility on Campus, having opened in 2012. Currently, there are no plans to expand the campus, but updates to existing facilities are in the planning stages.

**Other Area Education Facilities** – Several Colleges and Universities are located within a short distance of McCook, many of which accept high school credits from McCook Public Schools. These Colleges and Universities include the following:

**Mid-Plains Community College** – North Platte, NE  
**Central Community College** – Grand Island, NE  
**Chadron State College** – Chadron, NE  
**University of Nebraska Omaha** – Omaha, NE  
**University of Nebraska Lincoln** – Lincoln, NE  
**Union College** – Lincoln, NE  
**Southeast Community College** – Lincoln, NE  
**Nebraska Wesleyan University** – Lincoln, NE

## LIBRARY

**McCook Library** – The McCook Public Library is located at 802 Norris Avenue. The building was constructed in 1967. The Library maintains approximately 35,000 resources including books, newspapers, magazines, books on cassette and CDs, movies on DVD, large print books and videos, a microfilm reader and reference center. The average annual circulation is 100,000. Activities at the Library include summer reading programs, story hour, an eclectic book club and various children’s programs throughout the year.

**The Library is currently undergoing renovations that will include a resurfaced parking lot, sprinkler and alarm systems, new ceilings, bathrooms, carpeting and shelving, elevator, stairs and foyer on the north side of the building. The building will also meet ADA accessibility requirements.**



## ***PARKS & RECREATION***

---

The Community of McCook provides a wide variety of park sites and amenities to residents and visitors. McCook also provides a variety of pocket parks, Community gardens, hiker/biker trails and playground sites in non-designated park areas, including schools. Unless otherwise noted, general maintenance of existing facilities and amenities is planned by the City during the next 10 years. The following highlights the five parks in the City.

### **CITY PARKS**

- ◆ **Barnett Park** – This 45 Acre park is located along the Highway 83 and Republican River corridors, south of McCook. The Park consists of two sand pits that are stocked with a variety of freshwater fish, along with five lighted fountains. Amenities include picnic shelters, restrooms, sand volleyball courts and playground equipment.
- ◆ **Elks City Park** – Located at West Fifth and West “E” Streets, Elks City Park consists of three regulation-sized tennis courts, open land for sport and recreation activities and playground equipment.
- ◆ **Karrer Park** – This Park features the City’s RV and camping facility and is located along the Highway 6/34 Corridor in eastern McCook. The Park features seven RV spaces with electrical hook-ups, as well as ample space for primitive camping. Restrooms and showers are also available to guests of Karrer Park.
- ◆ **Norris Park** – Located north of downtown at the intersection of Norris Avenue and “G” Street, Norris Park covers one full City Block and features new playground equipment and a band shell for local concerts and activities.



- ◆ **Russell Park** – Officially dedicated in 2007, this Park consists of a half city block at East Fifth and “J” Streets in northeastern McCook. The Park consists of playground equipment, basketball court, horseshoe pit, picnic tables and ornamental shade trees.
- ◆ **Kelley Park** – This Park, the largest in McCook, covers approximately six city blocks in the north central portion of the City. The Park is located at the intersection of East Third and East “M” Streets and features shelter houses, restrooms, playground equipment and walking trails. Extensions of these trails are planned within the next 10 years, including an additional 1,200 linear feet being added to the existing system.

Kelley Park is also home to the **McCook Municipal Swimming Pool**. The Pool has a capacity of 500,000 gallons and includes a baby pool, mid-size pool and Olympic-size pool, two diving boards and a slide. An assessment of the current facility is in the planning stages to determine recommended future improvements.

- ◆ **Heritage Hills Golf Course** – A semi-public, 18 hole golf course is located in western McCook. The Course consists of 270 acres and features all standard course amenities.



- ◆ **Felling Field** – Located at East Sixth and “D” Streets, Felling Field consists of two baseball diamonds used for McCook’s Midget Baseball league games. Playground equipment is also located at the Park.
- ◆ **Red Willow County Fairgrounds** – The Fairgrounds are located in northwestern McCook, north of West “M” Street between West Tenth and West Fifth Streets. Buildings include a Community Building, 4H Building, Kiplinger Arena, a Grandstand and rodeo area; all of which are in use during the Red Willow County Fair. The **Jaycee Sports Complex** is also located near the Fairgrounds, at the intersection of West Tenth and West “M” Streets and consists of one baseball and three softball diamonds.



## ***HEALTH, WELLNESS & ELDERLY SERVICES***

---

A number of modern health and hospital services, including full service hospitals, nursing care facilities, clinics and private medical offices are available to residents of McCook and the surrounding area.

- ◆ **McCook Community Hospital** – This primary health delivery facility is located at 1301 “H” Street East and provides full service primary care for persons of all ages in the McCook area. Medical staff consists of 52 medical professionals including Primary Doctors, Family Practice doctors, Surgeons and Physicians Assistants. Standard services, including but not limited to pulmonary rehab, physical rehab, respiratory care and radiation oncology are provided. The facility consists of 25 patient beds and two labor suites.

Major construction and renovation at the Hospital site occurred in 2012, when a new surgery wing, endoscopy area, observation area were constructed and steam boilers were replaced. Phase II of this renovation, currently underway, includes the remodeling of the patient area and radiation oncology center.

- ◆ **Ed Thomas YMCA** – This facility, located at 901 West “E” Street, provides health and wellness activities for youth and adults of all ages. A total of eight staff are employed at the YMCA. Several aquatic and fitness programs are provided for members of this facility. Fitness equipment includes treadmills, recumbent bikes, elliptical training and free weight equipment.
- ◆ **Hillcrest Nursing Home** – The Hillcrest Nursing Home is located at 309 Seventh Street West and officially opened in 1963. The facility employs 140 persons, including registered nurses, licensed practical nurses, nursing assistants and care staff. The facility has a capacity for 114 persons needing nursing or assisted living. Currently, the facility is 90 percent occupied. General maintenance on the existing facility is planned for the next 10 years.
- ◆ **Emeritus at Willow Ridge** – An assisted living facility, providing specialized services, is located at 1500 East 11<sup>th</sup> Street. A total of 91 studio, one- and two-bedroom independent and assisted living units exist at this facility. The independent living units are an estimated 98 percent occupied, while the assisted living units are an estimated 90 percent occupied.
- ◆ **Heritage Senior Center** – The Heritage Senior Center is located at 1312 West Fifth Street and is open Monday through Friday, 8:30am to 4:30pm. The facility has the capability of seating up to 300 persons. An additional meeting room can set up to 50 persons. An average of 90 seniors use the facility daily for meals, billiards and socializing.

## **PUBLIC SAFETY, GOVERNMENT & COMMERCE**

Public administration facilities are facilities which serve the citizens of the Community and conduct the business of government and carry out its operations. Therefore, it is essential these services are centrally located and convenient to the majority of the citizens in the Community.

### **PUBLIC SAFETY**

- ◆ **Police** – The City of McCook Police Department is located at 505 West C Street, inside the new McCook Municipal Center. Office staff consists of one Police Chief, four patrol sergeants, two detectives, eight patrol officers and one school resource officer. The Police Department currently operates seven marked and three unmarked cruisers with radio, scanner and radar equipment. Five patrol cars are equipped with video cameras. Prisoners are held at the Red Willow County Jail.
- ◆ **Fire Department/Ambulance** – The City of McCook Fire Department consists of a full-time Fire Chief, seven full-time firefighters, an administrative assistant and 27 volunteer firefighters and EMS providers. The facility is located at 505 West C Street, inside the new McCook Municipal Center. The McCook Fire Department responded to 890 calls in 2012, with an average response time of three minutes inside the Corporate Limits. Of the 890 calls, a total of 137 were fire-related. The Fire Department has an ISO rating of “4.” The Department responds to calls within the Corporate Limits of McCook, while fires outside of the City are handled by the Red Willow Rural Fire Department.

*Equipment stored at the Fire Department facility includes the following, as per the McCook Fire Department:*

| <b>APPARATUS</b> | <b>YEAR</b>                             | <b>IN SERVICE DATE</b> | <b>MODEL</b>                  |
|------------------|---|------------------------|-------------------------------|
| Engine 1         | 2005 E-One Pumper                       | 4/20/2005              | International 7400 Chassis    |
| Engine 2         | 1989 Ford E-One Pumper                  | 3/2/1999               | Ford Chassis                  |
| Engine 5         | 1997 E-One ARFF Vehicle                 | 1/1/1997               | International Chassis         |
| Ladder 3         | 2004 E-One 75' Sidestacker Ladder Truck | 1/6/2006               | Custom Chassis                |
| Ambulance 7      | 2007 Ford Osage Type 1 Ambulance        | 11/28/2007             | Ford F-450 XLT Super Duty 4x4 |
| Ambulance 8      | 2011 Ford Osage Type 1 Ambulance        | 9/29/2011              | Ford F-450 4x4 Warrior Diesel |
| Ambulance 9      | 2001 Ford Lifeline Type 1 Ambulance     | 4/4/2001               | Ford F-450 4x4 Diesel         |
| Rescue 1         | Dodge Ram 4x4                           | 9/28/2012              | Dodge                         |
| Fire 1           | Dodge Ram Pick Up                       | 8/20/2012              | Dodge Ram                     |
| QRT Vehicle      | 2006 Dodge Durango Command Vehicle      | 2/9/2006               | Dodge Durango 4x4             |

- ◆ **Civil Defense** – The civil defense services in McCook are provided through the City. The planning and preparation for natural disaster and man-made emergencies consist of the following: Mitigation, Preparation, Response and Recovery. Examples of natural and man-made disasters include floods, tornadoes, winter storms, chemical spills, explosions, plane crashes, etc. Other services include alert of severe weather, tornado awareness week education, winter road services, etc.

## GOVERNMENT

- ◆ **City Hall** – The City Hall of McCook is located at 505 West C Street, inside the new McCook Municipal Center, west of Downtown McCook. All City offices are located at City Hall, which officially opened in 2013. The City of McCook Planning Commission and the City Council hold their monthly meetings at this facility.
- ◆ **Post Office** – The U.S. Post Office is located at 411 West Third Street. The Post Office has 1,350 postal boxes, of which 525 are in use. There are 3,103 City deliveries and 1,322 rural deliveries on six City and four rural postal routes. The Post Office employs 13 full-time and five part-time employees.
- ◆ **Cemeteries** – The City maintains two Cemeteries: Memorial Park Cemetery and Riverview Cemetery.
- ◆ **McCook City Auditorium** – The Auditorium is located at 302 West Fifth Street and is the former home of the McCook City Offices. The building was completed in 1939 and is available for large gatherings, conferences and events. The City is in the planning stages of determining an appropriate reuse of the facility.

## COMMERCE

- ◆ **McCook Chamber of Commerce** - The Chamber of Commerce promotes economic growth and development in the Community through existing businesses and programs, while organizing various events that highlight the City's social and cultural significance. The Chamber is also a key component in targeting prospective businesses and enticing them to locate in the Community, while also organizing a number of indoor and outdoor community-wide events. The Chamber office is located at 402 Norris Avenue, in the Keystone Business Center.

## ***PUBLIC UTILITIES***

---

It is the responsibility of any community to provide a sound public infrastructure for its citizens, as well as to provide for anticipated growth. Therefore, it is important that the expansion of these systems be coordinated with the growth of the City. The City of McCook owns and operates utility systems for water, wastewater and storm sewers.

## ***WATER SYSTEM***

---

The City of McCook receives its water from nine wells, with an average depth of 70 feet, located along the Republican River Valley. This water is sent to the McCook treatment plant, an ion-exchange facility constructed in 2006 and has a daily capacity of 6.8 million gallons. The water is softened and treated for Arsenic, Nitrates and Uranium and eventually treated with chlorine and stored in a four million gallon tank.

Approximately 3,200 service connections, supplied by two pumping stations, two elevated storage tanks, each with a one million gallon capacity, are available to the residents of McCook. The City has an estimated 53 miles of water mains, ranging in size from three to 24 inches.

The oldest water lines, some approaching 80 years of age, are located around the Downtown and in the eastern portions of the **Community**. **The McCook Public Works department has identified the possibility of lead-based water service lines near the Downtown.** These lines will need to be replaced if the presence of lead is determined.

The City of McCook has a total water storage capacity of 6.5 million gallons. Average daily demand is 2.39 million gallons with a peak demand of 5.3 million gallons.

The most recent water quality report, from January 1, to December 31, 2012, analyzed regular contaminants in the Community's drinking water. This report found no evidence of microbiological contamination and no additional violations.

## ***STORM & WASTE WATER SYSTEM***

---

The City of McCook does not collect and treat storm water runoff. Storm water drains from City streets and ditches and is absorbed into the ground or natural drainage system.

The sanitary sewer collection system of the City of McCook consists of approximately 50 miles of collection mains and trunk lines that range in size from four to 36 inches, along with five lift stations. These mains are supported by both gravity and force mains that transfer waste water to a treatment facility, located southeast of the City. Portions of the sewer system are approaching 80 years of age and will need replacement to prevent leaks or breakage. Properties along "Q" Street, in the northwest portion of the City have no municipal sewer service.

The McCook waste water treatment plant was constructed in 1982 and has experienced upgrades in its capacity as recent as 2007. Waste water impurities are treated through primary and secondary clarifiers, sludge removal, rotating biological contactors and a biological aerated filter. Ultra Violet light is also used as a disinfectant to the treated water before being released into the Republican River. A secondary waste water treatment Plant provides treatment to all waste waters.

The waste water treatment plant has the capacity to treat up to 1.75 million gallons of waste water daily. Current flow in McCook averages approximately 0.7 million gallons per day. The City implements a computer modeling system that can address system flows and is one of the few Cities in Nebraska to do so.

## **UTILITY GROWTH AREAS**

Utility staff of the City of McCook, along with Miller & Associates, have identified a total of nine areas where water and sewer lines are currently in place, or have the potential to be installed to promote future growth and development. Areas that do not have water and sewer lines are close enough to existing lines to where they could be extended. These nine areas are highlighted in **Illustration 5.2**.

**Area 1** is located along the Highway 83 Corridor, northwest of McCook, and is the current location of the Nebraska Department of Corrections Work Ethic Camp. This Area is currently serviced by water and sewer lines, located east of the Highway. Sewer lines are connected to the Kelley Creek Trunk Line.

**Area 2**, located between Area 1 and the Corporate Limits of McCook, is served by the same eight inch water main that services Area 1, while also serviced by a 16 inch water main along “Q” Street. Sewer lines are needed in this Area for future growth and development.

**Area 3** consists of Henton’s first and second additions in north central McCook. This Area has limited water

and sewer access. Development of this Area would require the extension of existing sewer lines in the western and northern portions of the Area, as well as the extension of water lines from a 16 inch main along Q Street. Hydrants and valves would also need to be installed.

**Area 4** is located immediately east of West Third Street and has available water and sewer connections. Although topographic issues exist for most of this Area, land immediately adjacent West Third Street presents the greatest potential for future development.

**Area 5** is located northeast of McCook, between East 11<sup>th</sup> Street and the Corporate Limits. The northwestern portions of this Area support existing residential development, but the extension of water and sewer lines will be necessary for additional development.

**Area 6** consists of land adjacent the Ben Nelson Regional Airport to the west and McCook Community Hospital to the north. Water lines exist in the southern and western portions of this Area that can be accessed for development. Sewer lines will need to be installed to accommodate future Area growth.

**Area 7**, the largest of the nine Areas, is located southeast of McCook, south of

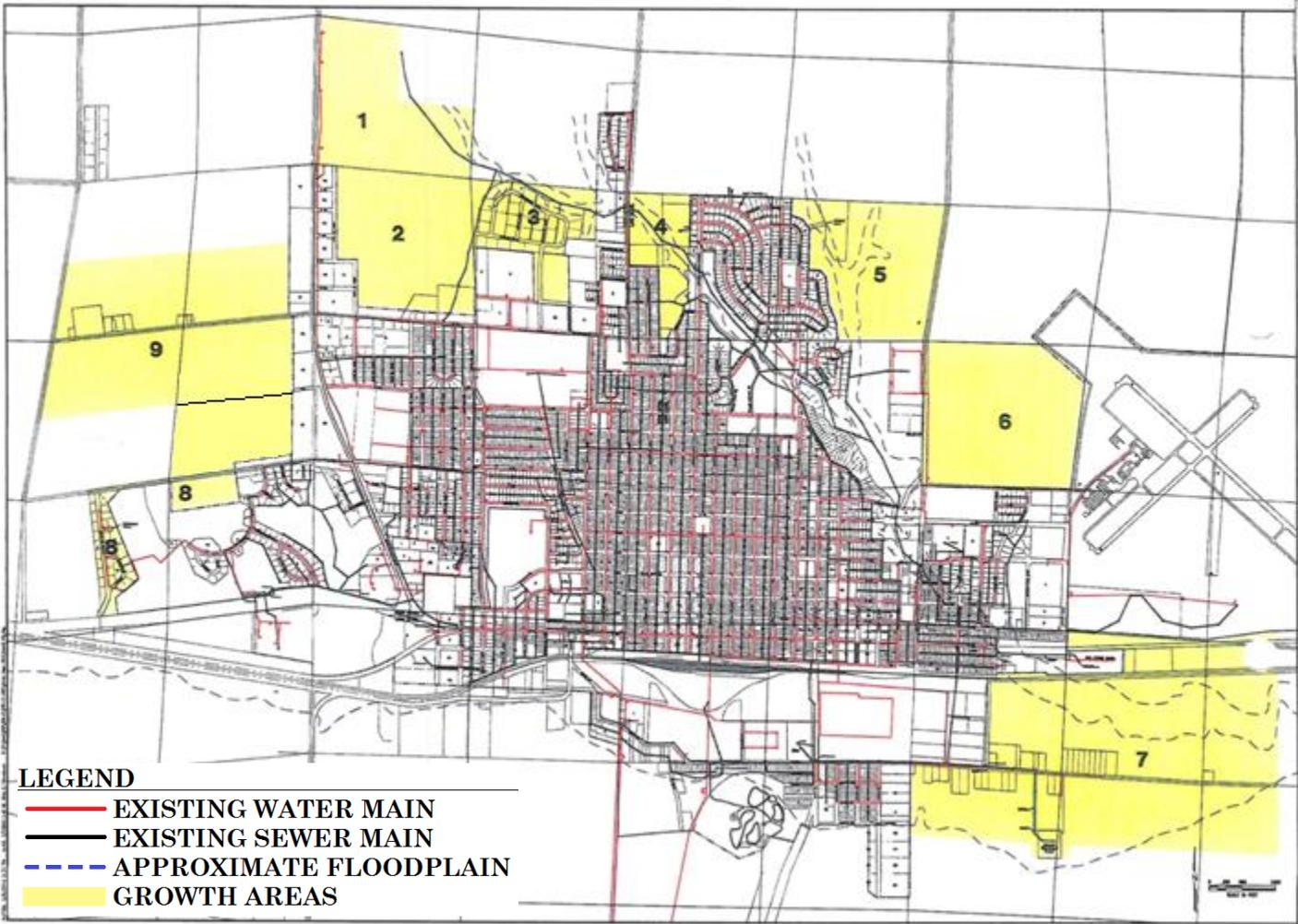
the Highway 6/34 Corridor and on both sides of the Burlington Northern Santa Fe Railroad Corridor. This Area currently supports some residential and industrial development, but would need extensive work to support full development of the Area. This would include water and sewer lines, a lift station and a force main to gain access to the gravity sewer. Additional water lines would be needed north of the Railroad Corridor.

**Area 8** consists of two separate areas located west of the Heritage Hills Golf Course. Most of this Area has existing water service, but additional water lines will be needed to maximize development potential. A lift station and force main will be needed to provide sewer service to this Area. It is also possible the existing lift station that services the Golf Course could be upgraded to handle service to this Area.

**Area 9** is located west of Highway 83, along Drive 716 (“Q” Street). Single family homes exist north of Drive 716, while Commercial properties have also developed in the Area. Water and sewer lines will need to be installed for additional growth. This Area also has the potential to tap into the existing Kelley Creek Trunk Line for sewer access.

# UTILITY GROWTH AREAS

McCOOK, NEBRASKA



- LEGEND**
-  EXISTING WATER MAIN
  -  EXISTING SEWER MAIN
  -  APPROXIMATE FLOODPLAIN
  -  GROWTH AREAS

ILLUSTRATION 5.2

## ***NATURAL GAS***

---

Natural gas is distributed throughout the City of McCook by SourceGas.

## ***ELECTRICITY***

---

McCook Public Power District owns and operates the electrical distribution system throughout the Two-Mile Planning Jurisdiction of McCook. The Nebraska Public Power District supplies electricity to all areas within the Corporate Limits. Electrical energy is further detailed in the Energy Element, Section 7 of this Comprehensive Plan.

## ***CABLE TV***

---

Great Plains Communications is the designated provider of cable TV service to the City.

## ***INTERNET***

---

The primary internet service providers to the City of McCook are CenturyLink and Great Plains Communications.

## ***TELEPHONE***

---

Telephone service is officially provided by CenturyLink.

## ***SOLID WASTE COLLECTION***

---

Solid waste collection is available through a municipally owned automated refuse collection system. Waste is taken to a transfer station, located at the western edge of the City.



## ***TRANSPORTATION***

---

A fundamental responsibility of any community is to provide transportation system for the movement of people, goods and services to, from and within the community. This section describes rural highways, which consist of all public highways and roads outside the limits of any incorporated municipality.

### **EXISTING TRANSPORTATION SYSTEM**

**Illustration 5.3, State Functional Classifications, McCook, Nebraska**, depicts the transportation system in the City of McCook. The transportation system is comprised of U.S. Highways 6, 34, and 83. These Highways also serve as “*Major Arterial*” roads, connecting McCook to many small towns and cities. Portions of “Q,” “J” and “H” Streets, as well as East 11<sup>th</sup> and East 6<sup>th</sup> Streets, George Norris Avenue, West 5<sup>th</sup> Street, Federal Avenue and South Street serve as “*Other Arterial*”. Portions of Airport Road, East “H” Street, Country Club Drive, Seminole Drive, Kelley Park Drive, “M” Street, George Norris Avenue, 1<sup>st</sup> Street East and West 1<sup>st</sup>, 7<sup>th</sup> and 10<sup>th</sup> Streets, serve as “*Collectors*”.

All other streets within the Corporate Limits of McCook are classified as local streets. Local streets provide transportation throughout the City, while the state highway and county roads provide transportation into the County, adjacent Communities and areas beyond.

The **Ben Nelson Regional Airport** is located along the eastern Corporate Limits of McCook. The Airport consists of two lighted, paved runways of 4,000 and 6,450 feet in length, and one 1,350 foot turf runway. The Airport records an average of 50 aircraft operations per day.

**Amtrak** provides passenger rail service and access in McCook. The station, constructed in 1926, is located at 101 Norris Avenue, south of downtown. The station is unstaffed, but provides a waiting room for passengers. Transportation is available from Chicago, Illinois to Emeryville, California, via the *California Zephyr*. Ridership from the McCook station averages 2,500 to 3,000 passengers annually.

### **TRAFFIC VOLUME**

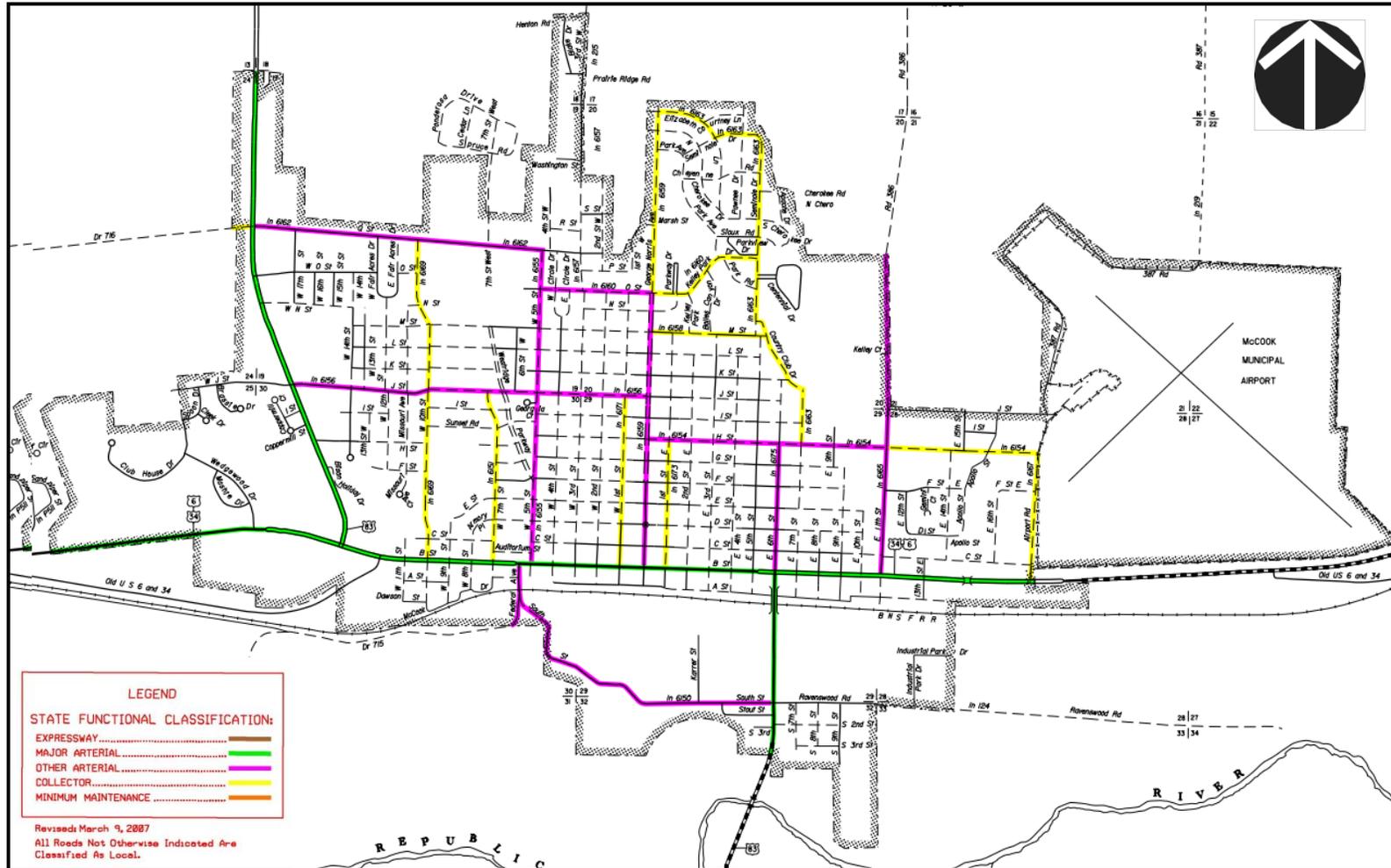
The Nebraska Department of Roads monitors traffic volume in the McCook area, on county roads and state and federal highways. This tabulation process is done to identify the appropriateness of the existing road classification and engineering standards.

**Illustrations 5.4, 5.5 and 5.6** highlight average daily traffic counts for high-traffic roads through the City of McCook, for 2007, 2009 and 2011. The **Illustrations** are courtesy of the Nebraska Department of Transportation.

**Illustration 5.7** identifies the average daily traffic counts for State and Federal transportation routes around McCook.

# STATE FUNCTIONAL CLASSIFICATIONS

## McCOOK, NEBRASKA



**ILLUSTRATION 5.3**

# ANNUAL AVERAGE 24-HOUR TRAFFIC - 2007

## McCOOK, NEBRASKA

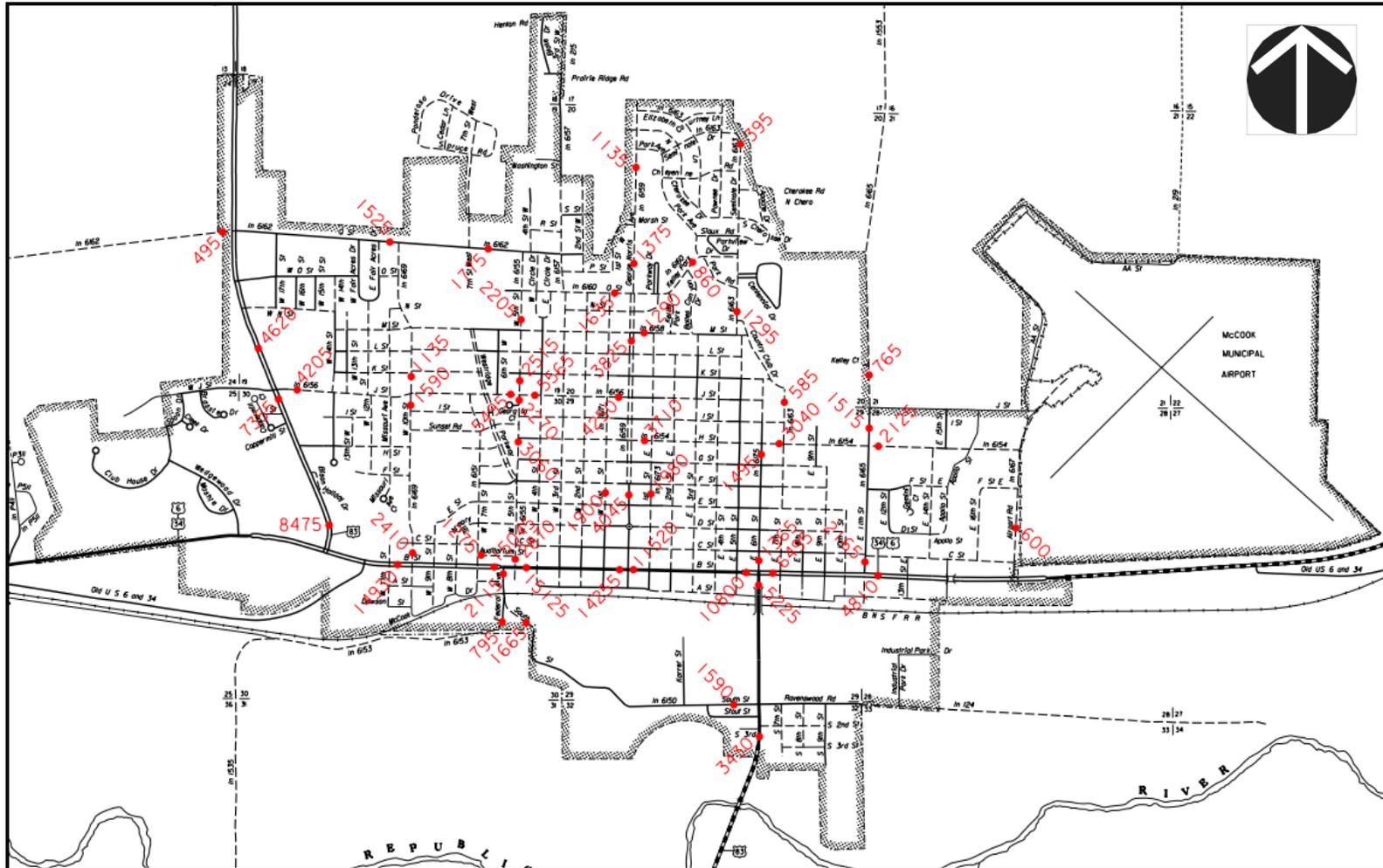


ILLUSTRATION 5.4

# ANNUAL AVERAGE 24-HOUR TRAFFIC - 2009

## McCOOK, NEBRASKA

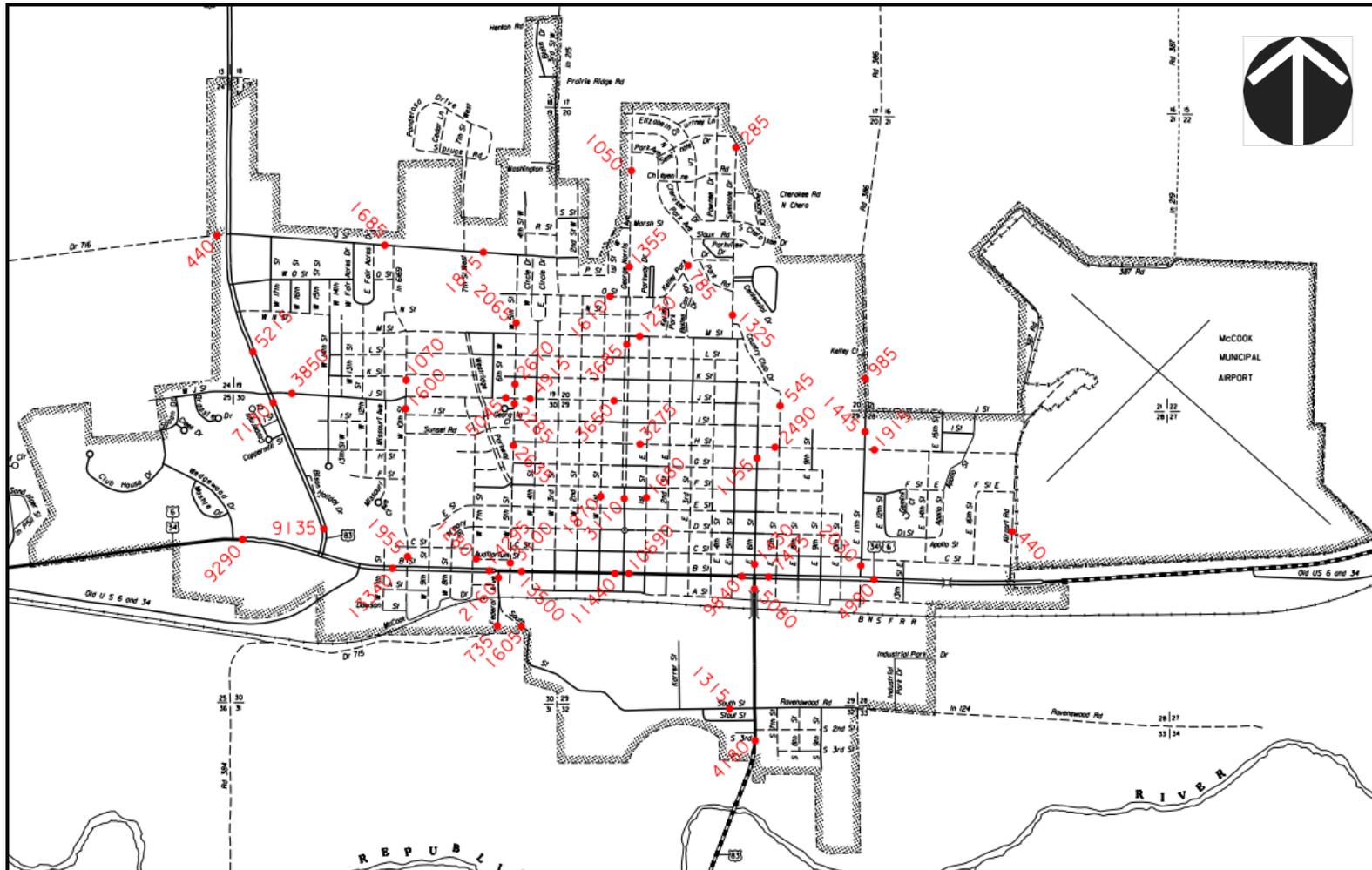


ILLUSTRATION 5.5

# ANNUAL AVERAGE 24-HOUR TRAFFIC - 2011

## McCOOK, NEBRASKA

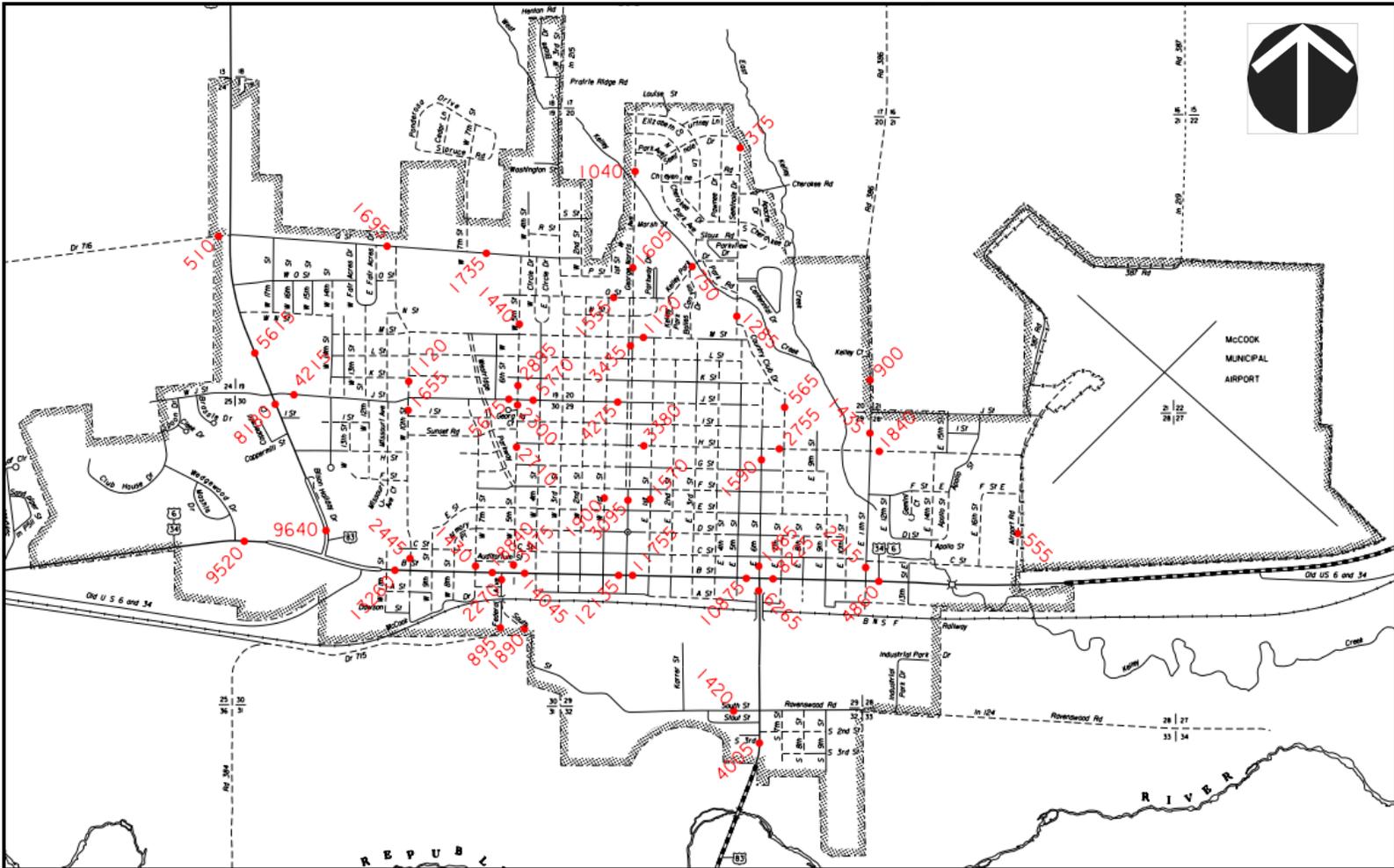


ILLUSTRATION 5.6

# ANNUAL AVERAGE 24-HOUR TRAFFIC

## PLANNING JURISDICTION

### McCOOK, NEBRASKA



#### ANNUAL AVERAGE 24-HOUR TRAFFIC

|                      | <u>2008</u> | <u>2010</u> | <u>2012</u> |
|----------------------|-------------|-------------|-------------|
| <b>SEGMENT A</b>     |             |             |             |
| TOTAL VEHICLES       | 2,200       | 2,435       | 2,055       |
| HEAVY COMM. VEHICLES | 285         | 315         | 265         |
| <b>SEGMENT B</b>     |             |             |             |
| TOTAL VEHICLES       | 4,340       | 4,890       | 4,920       |
| HEAVY COMM. VEHICLES | 350         | 395         | 395         |
| <b>SEGMENT C</b>     |             |             |             |
| TOTAL VEHICLES       | 2,435       | 2,830       | 3,095       |
| HEAVY COMM. VEHICLES | 295         | 340         | 370         |
| <b>SEGMENT D</b>     |             |             |             |
| TOTAL VEHICLES       | 3,700       | 4,045       | 4,105       |
| HEAVY COMM. VEHICLES | 410         | 455         | 455         |

**ILLUSTRATION 5.7**

## 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 routes 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.

9. 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 \$200,000 of gross receipts under the Nebraska Revenue Act of 1967.

### **FUTURE MCCOOK TRANSPORTATION SYSTEM**

The Future Transportation System in McCook is outlined in the County **One and Six Year Street Improvement Programs**. The One-Year Plan is for projects to be undertaken in 2013, while the Six-Year Plan is for projects to be undertaken through 2018, or earlier if funding becomes available. A list of projects is also identified for future road improvements beyond the time frame of the One- and Six-Year Plan. The official One- and Six-Year Street Improvement Program project list is available in the **Appendix** of this **Comprehensive Plan**.



**SECTION 6**  
**COMMUNITY & ECONOMIC**  
**DEVELOPMENT**  
**PROFILE & PLAN.**



# SECTION 6

## Community & Economic Development Profile & Plan...



### INTRODUCTION

This **Section** addresses strategies, general procedures and concepts for a **Community and Economic Development Profile and Plan** for the **City of McCook**.

“**Community Development**” is a term that encompasses such varied activities as neighborhood redevelopment, urban design, public facility provisions, Downtown redevelopment and historic preservation. The underlying theme that unifies these activities is the conservation and reuse of existing built development and infrastructure. “**Economic Development**” addresses the topics of *business retention and development and public relations*. The large number of non-resident employees commuting to McCook alerts the Community leadership and local economic organizations to prepare and implement programs of housing development.

### EXISTING CONDITIONS

The Community of McCook is located at the junction of Highways 6/34 and 83 in southwestern Nebraska. Interstate 80 is located approximately 67 miles north of

McCook. The City developed on the upper terraces of the Republican River and benefits from its tributaries, such as Kelley Creek, for storm water drainage, parks and open space. The Burlington Northern Santa Fe Railroad Corridor travels parallel and south of the Highway 6/34 (“B” Street) Corridor, buffering the majority of the City from the flood plains of the Republican River.

The McCook Planning Commission, in association with the McCook Planning Steering Committee, identified a need for “Workforce Housing” to enable business and industries to expand in McCook and continue to recruit new businesses to the Community. Other identified needs include the enhancement of Downtown McCook, the annexation of land in support of new residential development and the expansion of the street and roads system to improve accessibility within the Corporate Limits of the City.

*Today, McCook is an attractive Nebraska community with a diversified economic base and stable population.* The City serves as a regional center for commerce and industry in southwestern Nebraska, into northwestern Kansas.

McCook Community College enhances the ability of the Community to attract and retain a well-educated workforce. McCook possesses an economic advantage with a number of major industries and a high-rated public school system. The Highway 6/34 and 83 Corridors provide connections from McCook to major metropolitan areas, such as Denver, Lincoln, and Omaha and beyond. Maintaining and developing a variety of businesses and industries, in conjunction with residential growth, will insure the Community's existence and vibrancy well into the future. With a progressive stance, the City of McCook will be able to prosper and continue its economic and physical growth throughout the 21<sup>st</sup> Century.



## **COMMUNITY DEVELOPMENT PLAN**

Community development activities are important to sustained the vibrancy of any Community. Urban design guidelines, public facility provisions, historic preservation, neighborhood rehabilitation and reinvestment and the identification of growth areas are key activities that the City of McCook needs to consider during the next 10 years. Residential, commercial and industrial growth areas are identified to the west, northwest and north of the City, beyond the Corporate Limits, and highlighted in the **Future Land Use Map, Illustration 4.4.**

### **HOUSING REHABILITATION**

Most of the housing stock in McCook is well-maintained and in good condition. As the housing stock continues to age, programs such as rehabilitation grants are encouraged to provide all McCook inhabitants with safe and decent housing. *A Structural Conditions Survey, completed for the McCook Community Housing Study, estimated that up to 115 housing structures are in need of moderate rehabilitation, while an additional 55 housing units were identified as needing substantial rehabilitation.*



The utilization of Local, State and Federal funding sources will be vital in providing appropriate incentives for property owners to rehabilitate substandard dwellings. The use of Tax Increment Financing (TIF) for redevelopment of infrastructure and private property identified in the **Comprehensive Plan** is strongly encouraged. Supplementing Local programs with additional State and Federal funding, such as Community Development Block Grants, will assist the citizens of McCook in improving and rehabilitating their dwelling units.

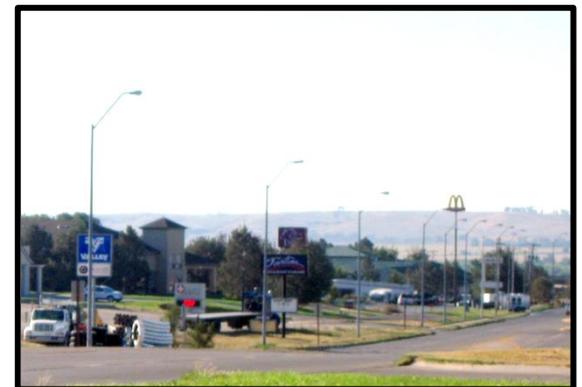
### **DOWNTOWN/HIGHWAY COMMERCIAL AREAS**

Downtown McCook is the City center for government and business activity, but recent commercial development trends have focused on the Highway 83 Corridor and the western portions of the Highway 6/34 Corridor. Retail commercial uses outside of the Downtown must be limited in scope as to not diminish the role of Downtown McCook in the local retail market. A wider variety of retail specialty shops and professional offices are needed in the Downtown to provide goods and services to local citizenry and, potentially, to residents of adjacent Communities and Counties.

The Planning Steering Committee identified a need for business development activities and neighborhood beautification in Downtown McCook. This includes the creation of gateways and streetscape improvements, Community and family activity centers, improved parking areas and pedestrian connections to the surrounding neighborhoods. The Steering Committee supported a beautification initiative along the Highway 6/34 Corridor, including street trees, street signage and enhanced pedestrian safety.

The McCook Economic Development Corporation (MEDC), McCook Chamber of Commerce, McCook City Council and Planning Commission, City Administration and Downtown property owners, merchants and civic groups are all working to improve the appearance and viability of the Downtown. To build on successes, “tools of public intervention,” such as TIF, Historic Preservation Tax Credits and Community Development Block Grants must be used creatively and jointly to impact change.

**The City of McCook has three designated Redevelopment Areas where TIF is used as an incentive to improve existing and attract new businesses and industries.**



---

---

## Commercial Development.

In order to maintain and expand its commercial enterprises, all sectors of the McCook retailing industry must work together. Through changes in technology and social behavior, buildings can become functionally and economically obsolete. To enhance the McCook commercial areas, the following lists of activities were discussed and are recommended to compliment the current redevelopment activities:

- ❖ *Update and enforce minimum building codes to prevent vacant buildings from deteriorating.*
- ❖ *Encourage property and business owners to utilize the provisions of Tax Increment Financing as both a development and redevelopment tool in Downtown McCook and along the commercial highway corridors.*
- ❖ *Promote the attitude of **McCook First**. If a local business has the products residents need, encourage them to purchase products in the Community, rather than in larger Communities such as North Platte, Kearney or Denver and Omaha.*
- ❖ *Maintain and improve the aesthetic appearance of Community, including street trees, adequate pedestrian walkways, street lighting, historic signage and welcome banners.*
- ❖ *Strengthen working ties between the City of McCook and Red Willow County through expanded marketing efforts to promote the broad range of tourism, recreational activities and special events held in the area.*
- ❖ *Encourage the development of additional specialty retail businesses, especially those catering to the needs of residents of McCook, as well as those of visitors and travelers to the Community.*
- ❖ *Encourage residents to start their own businesses through entrepreneur programs supported in incubator malls or building spaces that have large areas for multiple, individual businesses.*
- ❖ *Support successful home based businesses that have outgrown the “home,” and/or incubator mall, and are in need of permanent commercial or industrial locations.*

- ❖ *McCook should become an Associate Member of the Heritage Nebraska Main Street Program to develop stronger connection to the State-Wide Organization including access to technical assistance;*
- ❖ *The City should participate in the Certified Local Government (CLG) program through the Nebraska State Historic Preservation Office to gain protection of Historic Properties in McCook;*
- ❖ *The City of McCook should establish a Local Historic Preservation Ordinance, including a Preservation Commission to protect historic properties and gain access to Historic Preservation Tax Credits.*
- ❖ *The Community should Promote the Historic Resources in McCook to expand Tourism and Economic Development.*

## HISTORIC PRESERVATION

***The goal of historic preservation is to protect the historic resources of a community and preserve the historic properties and/or districts as a reflection of their heritage.*** It is recommended that McCook become an “Associate Member” of the **Heritage Nebraska “Main Street” Program**. This program promotes the development of historic properties and districts by listing historically significant structures and sites on the **National Register of Historic Places**.

Many historic sites and structures exist in McCook. The preservation of selected residential and commercial buildings is vital to retaining the architectural integrity and heritage of the Community. To assist in the reuse and renovation of these historic resources, the City is encouraged to consider historic preservation guidelines by also participating in the **Certified Local Government (CLG)** program of the Nebraska State Historic Preservation Office. This process can be facilitated by creating a local Historic Preservation Commission and adopting a local Historic Preservation Ordinance.

The Historic Preservation Ordinance will afford protection of historic buildings. The buildings listed on the National Register is only an honorarium to promote historic buildings and sites. and an implementation policy, thus creating a coordinated effort to “recycle” the Community's infrastructure and to set a standard which retains architectural integrity and heritage.

The Nebraska State Historic Preservation Office (SHPO) maintains an historic building database of each of the Counties in Nebraska and their Communities.

Buildings in the Downtown and throughout the City listed on the National Register would be eligible for a 20 percent federal tax credit to be deducted against personal federal income taxes of building owners or investors. Buildings that are designated as contributors to the historic district are eligible for a 10 percent credit. For every dollar spent on restoration or renovation of a building, 10 to 20 percent can be deducted. This Federal program has been successful in providing incentives for Downtown rehabilitation projects in Communities of all sizes throughout the Nation.

## HERITAGE NEBRASKA “MAIN STREET” PROGRAM

Since the mid-1970s, the National Trust has implemented the National *“Main Street”* Program. The Program was developed to combine historic preservation programs with a four point approach to rejuvenate America's Downtowns. These four points include the following:

- **Design:** focus on renovating buildings, constructing compatible new buildings, improving signage, creating attractive public open spaces and ensuring planning and zoning regulations support Main Street revitalization.
- **Organization:** building collaboration between organizations, and public and private sector groups.
- **Promotion:** advertising the district to residents, visitors and potential investors.
- **Economic Restructuring:** strengthening the district's economic foundation.

The primary foundation of the Main Street Program is time. Successfully rejuvenated Downtowns do not happen overnight. However, the principles of “Main Street” are proven methods by which America's small to medium sized communities have rejuvenated their Downtowns.

The City of McCook should establish historic preservation guidelines to work in conjunction with the Main Street program as an **“Associate Member.”** Nebraska established a State-wide Main Street program in 1995. It is sponsored by the Heritage Nebraska “Main Street” Program.

## NEBRASKA COMMUNITY DEVELOPMENT LAW

The **Nebraska Community Development Law** was approved by the Unicameral in 1975. The law was developed to assist communities with economic growth and redevelopment activities. In order to use the Community Development Law to provide Tax Increment Financing, an area must first be declared blighted and substandard.



**The City of McCook has three designated Redevelopment Areas.** It is recommended that the three Areas within the City be advertised for development and redevelopment projects, as a priority implementation strategy of this comprehensive planning process, in adherence with the requirements of the **Nebraska Community Development Law.**

The consensus of members of the Planning Steering Committee was the City should utilize TIF to form public/private partnerships with developers to reduce the infrastructure costs of new subdivisions. The lack of vacant lots for residential construction coupled with the lack of homes and apartments available for purchase or for rent, has prevented businesses and industries from expanding facilities and/or hiring new employees.

## **EXISTING ECONOMIC CONDITIONS**

---

The existing economic conditions in McCook are growing at this time and have the potential for increased activities. The City has recognized the need to continue to diversify its economic base, relying less on agriculture and traditional heavy industry and focusing more on retail and highway commercial and service-oriented businesses, along with additional light manufacturing industries.

## **ECONOMIC EXPECTATIONS**

Much of the recent economic success of McCook can be attributed to locally organized efforts to create public and private partnerships. These partnerships have included the involvement of the McCook Economic Development Corporation, McCook Chamber of Commerce, Community Action Partnership of Mid-Nebraska, McCook City Council, Planning Commission and City Administration. The continued efforts of these partnerships will play a vital role in the future economic development activities of McCook.

McCook is expected to continue diversifying its business and employment opportunities by attracting unique businesses and industries to the Community. This could be accomplished through a Business Stewardship/Support Program or through the provision of Local, State and/or Federal governmental incentives. McCook is an excellent location for major industries to locate, due to its status as a southwest Nebraska “Regional Hub” and available railroad and airport service. Appropriate amounts of land, both within the Corporate Limits and in designated growth areas beyond McCook are available for future commercial and industrial developments.

## HOUSING & ECONOMIC DEVELOPMENT

The City of McCook completed a **Community Housing Study**, focusing on a 10-year planning period, in 2013. This Study documents housing demand for all components of the housing market, with emphasis on all income categories and specific housing types, by 2023.

The McCook Community Housing Study identifies an estimated housing target demand of up to **279 housing units** during the next 10 years, including **147 owner** and **132 rental housing units**. Development activities need to include the construction of safe, affordable housing for families of all income ranges, including workforce and elderly populations. Recommended housing types include single family homes, duplex/triplex and townhome developments.

*A shortage of safe, decent and affordable housing presently exists in McCook. The lack of an appropriate amount of modern rental housing coupled with an expected increase in owner and renter households by 2023 will require a variety of new residential developments.*

Housing development in McCook should be closely monitored by an organized **Community Housing Advisory Commission, with the guidance of the McCook Economic Development Corporation-Housing Office**. The Commission should have a close relationship with public and private financing agencies and housing developers to encourage the construction of various housing types in McCook. Knowledge and implementation of housing programs, including those that support Employers Assistance and Continuum of Residential Retirement, insures complete housing provision.

Important to the future economic development success of McCook is the recognition that ***housing is economic development*** and should be considered when planning new tourism, commercial and industrial projects. It is recommended that all local and regional housing development entities be supported by public and private organizations in McCook to continue to implement its housing goals and objectives.



## **BUSINESS & INDUSTRIAL DEVELOPMENT**

McCook needs to continue to pursue the service, commercial and industrial businesses needed to serve both the Community and Red Willow County. The local health, educational and recreational facilities should play a major role in attracting new business. Organizations including the McCook Economic Development Corporation, McCook Chamber of Commerce, McCook City Council and Planning Commission, City Administration and the McCook Housing Agency should work collectively to address the recruitment, planning and financing of new business, industry and housing.

A majority of recent commercial development in McCook has occurred along the Highway 83 Corridor with the construction of hotels, fast food restaurants and highway commercial oriented businesses. The Highway 83 Corridor is an ideal location for future development for these types of commercial entities. Conversely, Downtown McCook needs to focus on the development and retention of specialty retail, professional office and services.

The retention and expansion of existing businesses should have equal priority to that of new developments. This team of organizations should prepare an annual Economic Development Strategy for McCook. ***This initiative should include a detailed listing of service, commercial and industrial business types most appropriate for McCook.***



## **JOB CREATION**

As discussed throughout this **Comprehensive Plan**, the City of McCook should be cognizant of an increasing population, with a fairly low unemployment rate. For McCook to continue to provide its residents with needed services and businesses, **the City will need to actively pursue the creation of up to 200 new jobs, during the next 10 years.** The majority of the new jobs during the planning period should be created in the professional, services and light industrial sectors, keeping pace with today's employment trends in midwestern Communities.

**The largest employers in McCook include Walmart Supercenter, Valmont Irrigation, Parker Hannifin Industrial Hose, Community Hospital, McCook Public Schools, Hillcrest Nursing Home, Burlington Northern Santa Fe Railroad Company, and Kugler Company. A high percentage of the employees at these industries reside outside of McCook and commute to work each day.**

## **THE COMMUNITY AND ECONOMIC DEVELOPMENT STRATEGY**

The City of McCook completed an **Economic Development Plan**, in March, 2008, that highlights strategies for continued economic growth and development.

### **The Community and Economic Development Strategy for McCook involves:**

- ❖ Building on the strengths of the City to promote existing industries and the retention of jobs.
- ❖ The recruitment of new industries and jobs to McCook to facilitate the development and expansion of new entrepreneurial businesses.

### **Priorities for Economic Development Programs are based upon economic diversification:**

- Recruitment of new businesses to McCook and the development of new “home grown” businesses that each diversify the local economy.

- The establishment of a small business development program will assist the City in being identified for its nurturing environment to start small businesses.
- The supportive business climate in the City will encourage people with skills and ideas to move or return to McCook to start a business.
- McCook must also create job opportunities by helping existing businesses in the City to expand their markets and compete more successfully.
- Lastly, for McCook to be competitive in the regional market place it must strive to use all its financial and human resources in partnership with federal, state, municipal and private entities.



Eligible Activities by businesses to qualify for assistance under the Economic Development Program include, but are not limited to the following:

1. Job credits for full-time jobs created to include grants based upon job credit performance.
2. Direct loans or grants to qualifying businesses for fixed assets or working capital.
3. Equity investment or loan guarantees.
4. Grants or loan agreements for job training.
5. Grants or loans for public works improvements or expansion of a qualifying business.
6. Construction or rehabilitation of affordable housing.
7. Purchase of real estate, options for such purchases, and the renewal or extension of such options.
8. Rehabilitation of commercial buildings or potential commercial buildings.

- 9. Purchase of existing buildings or construction of new buildings.
- 10. Small business development including expansion of existing businesses.
- 11. Tourism related activities.
- 12. The provisions of technical assistance to businesses such as marketing assistance, management counseling, preparing financial packages, engineering assistance, etc.
- 13. Expenses for business recruitment activities.
- 14. Expenses for locating a qualifying business into the area.
- 15. Contracting with an outside entity to implement any part of the program, as necessary.
- 16. Authority to issue bonds pursuant to the Act.

17. Eligible activities described above are considered priority activities for the use of funds generated under the Local Option Municipal Economic Development Act. The list may be modified per changes to the Act by the State Legislature.

Qualifying businesses are approved by the McCook Economic Development Corporation by application. Generally, qualifying business range from manufacturing and information technology to tourism related and retail businesses.



The following provides an outline of important activities by City of McCook on an annual basis to implement the Economic Development Strategy.

❖ **Citizen Participation Process.**

- Purpose: *To utilize a variety of public meetings, surveys and interviews to ascertain qualitative information pertinent to creating a strategy, while obtaining community-wide support.*

❖ **Identification of Service, Retail and Industrial Business Needs.**

- Purpose: *To modify a list of business opportunities based on community capacity to create and support varied business types.*

❖ **Maintain the Business Recruitment, Promotional and Administrative Plan.**

- Purpose: *To focus efforts annually on priorities for securing appropriate service, retail and industrial business types.*

❖ **Identify Needed Land, Building and Infrastructure for Effective Economic Development Activities.**

- Purpose: *To prepare the community with the physical assets necessary for successful community and economic development recruitment.*

❖ **Community and Economic Development Budget.**

- Purpose: *To annually create a capital improvement and business recruitment budget.*

❖ **Community and Economic Development Fundraising.**

- Purpose: *To secure private, corporate and public financing to fund needed physical assets and/or business and industrial recruitment activities.*

❖ **Community and Economic Development Action Strategies.**

- Create an Economic Development Initiative to partner economic development activities with all major “players,” both public and private.
- Maintain tools of public intervention: to finance economic development activities in McCook, including maintaining a local sales tax, tax increment financing, and LB 840 (directing a portion of local sales and/or property taxes to support economic development efforts) and LB 1240.
- Create a mix of new businesses appropriate for the City of McCook. Diversify the job market by attracting technology-based businesses and industries.
- Capitalize on “spin-off” business/industries.
- Establish a plan of business training and sustaining present jobs in the Community.

- Create a Business Service Center for incubator, startup businesses.
- Recruit more volunteers for community and economic development.
- Develop urban design criteria to be followed in development of residential and commercial activities in developed areas.
- Establish Historic Districts, where appropriate, by the adoption of a Local Historic Preservation Ordinance and a Historic Preservation Commission to allow McCook to become a Certified Local Government (CLG).
- Promote McCook as a retirement community for southwestern Nebraska retirees and the elderly.
- Actively recruit businesses and industries to expand in McCook.
- Establish programs of various tax incentives to stabilize and increase local employment opportunities.

## DOWNTOWN REVITALIZATION PLAN

Recently, the City of McCook, with the assistance of RDG Planning & Design, completed “**Envision Downtown McCook,**” a comprehensive development and revitalization plan for the Downtown. This highlighted an analysis of existing issues including, but not limited to, business retention, housing, employment, traffic, sales, physical characteristics (streets, lighting, sidewalks, etc.) and historical significance.

An organized **Downtown Plan Steering Committee**, consisting of local leadership and citizenry, focused on “product enhancement” that would make Downtown McCook a more vibrant, efficiently-functioning City center for retail, commerce and entertainment. Needs for Downtown McCook included, but were not limited to:

- **Retail and Restaurant Variety.**
- **Downtown (Upper-Level) Housing.**
- **Architectural Preservation and Reuse.**
- **Private Investment Support.**
- **Quality-of-Life Improvement.**
- **Community and Family Activities.**
- **Pedestrian Routes.**
- **Streetscape Elements.**
- **Improved Parking.**

The Plan identified the use of Local, State and Federal funding sources to insure a vibrant and functioning Downtown. Sources such as Building Façade Grant Programs, Revolving Loan Programs, Historic Tax Credits and the Neighborhood Stabilization Program are some of the possible funding sources that could be utilized for Downtown enhancement. Downtown McCook is located within one of the three designated **Redevelopment Areas**, where Tax Increment Financing can be utilized as a funding source for development and revitalization projects.



**SECTION 7**  
**ENERGY ELEMENT.**



# SECTION 7

## Energy Element...



### INTRODUCTION

This **Section** of the **McCook Comprehensive Plan** complies with a July, 2010 amendment to Nebraska State Statutes 19-303, requiring updates to a Municipal Comprehensive Plan to include 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 that benefit the Community.

### PUBLIC POWER DISTRIBUTION

Energy usage and consumption throughout the City of McCook has followed the trends prevalent in the State of Nebraska. Electrical power is distributed within the Corporate Limits of the City of McCook by the **Nebraska Public Power District (NPPD)** and to the Two-Mile Planning Jurisdiction by **McCook Public Power District (MPPD)**. MPPD purchases 100 percent of its power from NPPD and distributes it to parts of a six County region, including Red Willow County.

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 for federally owned hydropower facilities.

### **NPPD - RENEWABLE ENERGY STRATEGIC PLAN...**

*“NPPD will further diversify its mix of generating resources (nuclear, coal, gas, hydro and renewable including wind, energy efficiency, and demand response) and energy storage, capitalizing on the competitive strengths of Nebraska (available water, proximity to coal, wind) **with a goal of achieving 10% of our energy 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.

In order for NPPD to meet its goal of 10 percent of its generating capacity originating from renewable resources, *primarily wind*, the District will need to develop 533 megawatts (MW) of total wind generation by 2020. As of 2013, NPPD had a total of 232 MW from seven separate facilities in the State.

Total wind turbine production in Nebraska, as of July 2013, equaled 459.4 megawatts generated from 260 operational wind turbines. The electrical power generated from these turbines could provide power to approximately 165,880 homes year round.

- ◆ NPPD was formed in 1970 through the merger of two public power districts and the assets of the former Nebraska Public Power System.
- ◆ NPPD owns and operates more than 5,000 miles of transmission and sub-transmission lines interconnecting the entire state of Nebraska.
- ◆ The NPPD 2011 annual revenue of \$998.7 million is derived from wholesale power supply agreements with 51 municipalities and 25 public power districts and cooperatives.

## GENERATING RESOURCES

The source of NPPD’s generating facilities includes Fossil fuels – “coal, “oil or natural gas,” Nuclear, Hydroelectric, Wind and Methane. Additionally, NPPD purchases electricity from the **Western Area Power Administration (WAPA)**, which markets and transmits electricity for federally owned hydropower facilities.

### **In 2012, approximately:**

- ◆ 45 percent of NPPD’s energy generation was from coal.
- ◆ 43 percent was from nuclear.
- ◆ 2 percent generation from oil & gas.
- ◆ 8 percent renewable sources (including 4 percent hydropower and 4 percent wind and less than 1 percent from methane).
- ◆ The remaining 11 percent of NPPD’s energy was supplied through wholesale purchases, half of which were from WAPA hydroelectric facilities.

More that 40 percent of NPPD’s generation sources are Carbon-Free.

## **WIND TURBINE DEVELOPMENT IN NEBRASKA.**

Commercial, large scale wind turbines, or “Wind Conversion Systems,” are being promoted in Nebraska by companies and local property owners alike. Wind towers of up to 450’ 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. This facility consists of 54 individual 1.5 megawatt (MW) turbines.

---

**As of 2013, the State of Nebraska had a total wind turbine production of 459 megawatts produced by 260 operational turbines.**

---

## **SOURCES OF NPPD ENERGY PRODUCTION**

### ***NPPD renewable energy capabilities:***

- 1.) **Western Area Power Administration**  
– NPPD purchases electrical energy produced from Hydropower in the amount of 451 MW of “firm” power, 72 MW of Summer “firm peaking” and 22MW of Winter “firm peaking” power;
- 2.) **Hydroelectric Generators** –  
NPPD operates three hydroelectric generating facilities, at North Platte and Kearney on the Platte River and near Spencer on the Niobrara River. Combined these facilities produce 28 megawatts and serve approximately 9,500 homes. An additional 136 MW’s are acquired through purchase agreements with five hydro facilities owned by other Nebraska Utility Districts.
- 3.) **Wind Turbine Generators** –  
NPPD owns 32 MW of the Ainsworth Wind Energy Facility, while Omaha Public Power District (OPPD) and JEA of Jacksonville, Florida each own 10 MW’s of the facility.

NPPD has power purchase agreements with five additional wind generating facilities in Nebraska. These five facilities produce a total of 389 MW, of which NPPD utilizes 232 MW and has purchase agreements for the remaining 157 MW to other utility districts.

### ***NPPD Traditional Production Facilities:***

#### **Coal-Fired Generators -**

NPPD owns the Gerald Gentleman and Sheldon Stations, which are both coal-fired generating stations. Together, these facilities produce 1,590 MWs. The Gerald Gentleman Station produces enough power to supply electricity to 600,000 Nebraskans.

#### **Natural Gas & Oil-Fired Generators -**

Gas and Oil fired generators are utilized only during peak loads or as replacement power if another facility is down. NPPD owns two natural gas-fired generation facilities, the Beatrice Power Station and the Canaday Station that produce a combined total of 369 MW.

Three oil-fired generation facilities located in Hallam, McCook and Hebron, Nebraska produce 162 MW. NPPD can purchase available power from 17 municipal systems throughout the state, if needed, totaling 103 MW of oil/natural gas powered generation.

### ***NPPD Emission Free Electricity***

**Cooper Nuclear Station** operates as the largest single unit electrical generator in Nebraska, by generating 810 MW of electricity. This facility is capable of supplying power to more than 310,000 customers during peak summer usage. In November of 2010, NPPD received an additional 20 years beyond its initial 40-year license to provide power through at least January 2034.



## ***ELECTRICAL ENERGY CONSUMPTION***

**Table 7.1** is a comparison of **electricity utility consumption** in terms of annual revenue, throughout the City of McCook by Sector, from 2010 through 2012. McCook Public Power District, which services the Two-Mile Planning Jurisdiction does not tabulate consumption data by individual County or Community. Residential, commercial and industrial sectors are compared individually and combined to represent the annual total of City consumption.

Total Annual Revenue increased by 19.6 percent between 2010 and 2012, but increased by only 2.4 percent between 2011 and 2012. A comparison of Residential, Commercial and Industrial category revenues during the same periods revealed that they increased by approximately half as much between 2011 and 2012, as the prior year. The Miscellaneous category also declined by 27.9 percent between 2011 and 2012, after increasing by nearly 75 percent the prior year.

Residential customers, by category, are the largest consumers of electricity in the City of McCook, while Commercial is second, followed by Industrial. Population figures for the City of McCook between 2010 and 2012 indicate that the City has remained fairly stable, only decreasing by 42 persons. As such, two scenarios are possible, fluctuations in weather from year to year or an increase in utility rates, or both may be responsible for the increases in electric consumption as detailed in **Table 7.1**.



**TABLE 7.1  
ELECTRIC CONSUMPTION – ANNUAL REVENUE BY CATEGORY  
McCOOK, NEBRASKA  
2010-2012**

|                       | <b>2010</b> | <b>2011</b>  | <b>2012</b>  | <b>% Change<br/>2010-2011</b> | <b>% Change<br/>2011-2012</b> | <b>% Change<br/>2010-2012</b> |
|-----------------------|-------------|--------------|--------------|-------------------------------|-------------------------------|-------------------------------|
| <b>Residential</b>    | \$4,225,602 | \$4,701,781  | \$5,018,184  | 11.3%                         | 6.7%                          | 18.8%                         |
| <b>Commercial</b>     | \$3,283,526 | \$3,681,574  | \$3,918,819  | 12.1%                         | 6.4%                          | 19.3%                         |
| <b>Industrial</b>     | \$1,636,189 | \$1,833,457  | \$1,950,998  | 12.1%                         | 6.4%                          | 19.2%                         |
| <b>Miscellaneous*</b> | \$795,585   | \$1,387,663  | \$1,000,034  | 74.4%                         | -27.9%                        | 25.7%                         |
| <b>TOTAL</b>          | \$9,940,902 | \$11,604,475 | \$11,888,035 | 16.7%                         | 2.4%                          | 19.6%                         |

\*Includes street lighting, etc.

Source: Nebraska Public Power District.

Hanna:Keelan Associates, P.C. 2013.

## STATE-WIDE TRENDS IN ENERGY CONSUMPTION

During the last 49 years, the State of Nebraska, as a whole, has vastly increased energy consumption. The Nebraska Energy Office Annual Report – 2012 revealed that **total energy consumption has more than doubled between 1960 and 2009.** However, percentage share of personal income attributed to energy has slightly declined. In 1970, 11.8 percent of personal income was spent on energy. As of 2009, 10 percent was spent on energy usage. **The peak percentage was reached 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 renewable energy production. Each of these energy types are detailed between 1960 and 2009, as follows:

- ◆ **Coal** consumption increased from 20 trillion BTU in 1960 to 249.6 trillion BTU, as of 2009.
- ◆ **Natural Gas** consumption rose and fell during the 49 year period between 1960 and 2009, beginning at 140.4 trillion BTU, and, by 2009, increasing to 169.4 trillion BTU. The historic peak consumption level was set in 1973 at 230.7 trillion BTU.
- ◆ **Gasoline and Diesel Fuel** consumption increased in Nebraska between 1960 and 2009. Gasoline consumption rose by 25 percent, from 78.8 to 99.3 trillion BTU, as of 2009, and peaked in 1978 at 115.9 trillion BTU. Diesel fuel consumption quadrupled from 24.2 trillion BTU to 85.9 trillion BTU. Petroleum consumption, overall, peaked in 1978 at 246.2 trillion BTU.
- ◆ **Nuclear** power generation began in Nebraska in 1973 at 6.5 trillion BTU. Usage has increased to 98.6 trillion BTU as of 2009, but peaked in 2007 at 115.7 trillion BTU.
- ◆ **Renewable energy sources** including Biomass, Wood and Wood-Waste, Hydropower and Geothermal varied widely between 1960 at a total of 13.4 trillion and 87.5 trillion BTU, as of 2009, when the category reached its all-time peak in the State of Nebraska.

The majority of the Public Power Districts have established goals of achieving 10 percent of their energy production from Renewable or Alternative Energy Sources. The Nebraska Public Power District (NPPD) generates and provides electricity to most of the local public power districts throughout the State. NPPD projects that it will meet this goal by 2022.

**The Nebraska Public Power District 2013 Information Guide identifies 8 percent of its sources of Energy are from wind and hydro- electric. Additional development of wind generation turbines during the next several years should increase the percentage to over 10 percent.**

## **CONSERVATION POTENTIAL OF NET METERING**

In August, 2009, the State of Nebraska Legislature enacted LB 439 (known as **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 up to five alternate energy sources, including Solar, Methane, Wind, Biomass, Hydropower and Geothermal. Net Metering allows an individual to reduce their reliance on public utility systems. These property owners could potentially generate more electricity than they consume and profit when the public utility district purchases their excess energy.

The McCook Planning Commission chose to guide the use of Net Metering by residences and businesses as Special Exception Uses in the City of McCook Zoning Regulations. This insures that net metering users will be follow established parameters of the law and work within NPPD and MPPD guidelines.

Local Zoning Regulations will be able to control the placement of individual energy systems to limit their impact on adjacent property and the visual character of residential, commercial and industrial areas.

## **LARGE SCALE WIND TOWERS**

Commercial Wind Energy Conversion Systems or what are commonly referred to as “Wind Farms” are potentially permitted as Special Uses in the “AG Agricultural” Zoning District.



Net Metering  
Small Wind Energy Systems  
Winnebago, Nebraska



430' Wind Turbine  
Commercial Scale Wind  
Energy Systems  
Broken Bow, Nebraska  
(*Nebraska State Capitol = 400'*)

## ***ENERGY CONSERVATION POLICIES***

---

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

The following is a list of policies to guide energy practices in the City:

- ◆ **Continuation of the use of “Net Metering.” The use of one or more combinations of the five alternative energy sources to reduce residential, commercial and industrial facilities consumption of energy.**
  - Utilize the McCook Zoning Regulations to control the placement and operation of alternative energy systems.
- ◆ **Work jointly with the City of McCook and Red Willow County in providing for the use and placement of large scale Commercial Wind Energy Conversion Systems, commonly referred to as “Wind Farms” in locations throughout the County.**
  - Require compliance with the Special Use permit process so that established conditions are met by the applicant.
  - Support participation in net metering services established by NPPD and MPPD for homes and businesses complying with Nebraska’s Net Metering Law.
  - Promote the development of vocational education opportunities in high schools, trade schools, Community and State colleges and universities to educate the current and future workforce in alternative energy design, fabrication of equipment and maintenance.
- ◆ **As other sources of Alternative Energy Systems become cost-effective for use in Nebraska, amend planning documents of the City to locate and control their operation.**
  - The placement of large scale wind towers is not compatible with uses in the limited development areas of the Two-Mile Planning Jurisdiction of McCook.
- ◆ **Promote the use of conservation methods. Reduce consumption of energy in each of the individual sectors including residential, commercial, and industrial.**
  - Promote the expanded use of solar and geothermal exchange energy systems for applications throughout the McCook Two-Mile Planning Jurisdiction.

- ◆ Subareas of the Community, such as the Downtown, or a highway commercial, industrial or residential area should be considered for a pilot development project. An alternative energy source(s) could generate 100 percent of the energy needs for heating and cooling, as an example, promoting affordable development.
- ◆ Promote the rehabilitation of agricultural, residential, commercial, industrial and public/quasi-public buildings utilizing weatherization methods and energy efficient or “green building” materials in conformance to the “LEED” Certified Building techniques.
- ◆ **Promote** expanded use of conservation programs provided by NPPD and MPPD for its member communities. For example, the **EnergyWise** program available from NPPD and their distributors such as MPPD, includes a variety of incentives for both residential and businesses customers in the form of incentive loans and Federal tax credits. Existing homes for example can obtain up to \$300 for attic insulation, or \$200 to \$1,700 for installing a new high efficiency heat pump. Federal tax incentives up to \$500 are available for improvements to existing homes and 30 percent of the cost of geothermal heat pumps, small wind turbines or solar energy systems are available to both existing and new residential construction.
- ◆ Expand awareness of available incentives from NPPD and the Nebraska Energy Office to businesses that replace old lighting fixtures, or heating and cooling systems with new energy efficient systems that reduce consumption and energy costs.
- ◆ Expand knowledge of available programs from the Nebraska Energy Office for businesses, manufactures and institutions to improve energy performance in their facilities and operations under the Energy Star Partners program. This program provides low interest loans of up to \$250,000 or in some cases up to \$750,000.
- ◆ The City of McCook could also access grant and loan programs to replace street lights with LED fixtures that reduce consumption and are more efficient.
- ◆ McCook is also encouraged to work jointly with NPPD to implement computerized thermostats in residences and businesses throughout the City.

**APPENDIX**  
**McCOOK ONE- & SIX-YEAR**  
**STREET IMPROVEMENT**  
**PROGRAM.**



# **One and Six Year Street Improvement Program 2013**

For

## **McCook, Nebraska**

---

**M & A Project No. 200-A1-015**

**Prepared by:**

**Chris A. Miller  
Street Superintendent, S-1091**

Miller & Associates  
Consulting Engineers, P.C.  
1111 Central Avenue  
Kearney, Nebraska 68847-6833

(308) 234-6456 Telephone  
(308) 234-1146 Facsimile  
cmiller@millers-engineers.com

Board of Public Roads Classifications and Standards  
**Form 11 Report of Previous Year  
 Highway or Street Improvement**

Year Ending September 30, 2012.....

Sheet 1 of 1

| COUNTY:                 |                           | CITY: <b>McCook M-399</b>  |                               |                 | VILLAGE:          |   |
|-------------------------|---------------------------|----------------------------|-------------------------------|-----------------|-------------------|---|
| PROJECT NUMBER          | LENGTH<br>(Nearest Tenth) | UNIT OF MEASURE            | PROJECTED COST<br>(Thousands) | CONTRACT FORCES | OWN FORCES        | DATE COMPLETED<br>(Actual or Estimated) |
| Maintenance             |                           |                            |                               |                 |                   |   |
| M399(47)                | NA                        |                            | 50.0                          | X               |                   | Under contract                          |
| M399(4)                 | 0.4                       | Mile                       | *787                          | X               |                   | Under contract                          |
| M399(5)                 | 0.8                       | Mile                       | *1,105                        | X               |                   | Under contract                          |
| M399(21)                | 1.4                       | Mile                       | *1,100                        |                 |                   | Delayed                                 |
| M399(46)                | 0.1                       | Mile                       | 236.0                         |                 |                   | Delayed                                 |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
| *20% City/80% Federal   |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
|                         |                           |                            |                               |                 |                   |   |
| Signature:              |                           | Title:                     |                               |                 | Date:             |   |
| Chris A. Miller, S-1091 |                           | City Street Superintendent |                               |                 | February 18, 2013 |   |





## Summary of Long Range Street Plan

Period Ending: 2022

Sheet 1 of 1

| COUNTY:                 |                        | CITY: McCook M-399                 |                 |                            | VILLAGE:   |
|-------------------------|------------------------|------------------------------------|-----------------|----------------------------|--|
| PRIORITY NUMBER         | PROJECT NUMBER         | LENGTH (Nearest Ten <sup>0</sup> ) | UNIT OF MEASURE | ESTIMATED COST (Thousands) | REMARKS  |
| 1                       | M-399(47)              | NA                                 |                 | 60.0                       | Storm Sewer at G Street & East 9th Street                                  |
| 2                       | M-399(4)               | 0.4                                | Mile            | *787                       | East H Street, East 11th Street to Airport Road                            |
| 3                       | M-399(5)               | 0.8                                | Mile            | *1,105                     | East H Street, Norris Ave. to East 11th Street                             |
| 4                       | M-399(21)              | 1.4                                | Mile            | *1,100                     | Asphalt Paving on East 7th Street, Country Club Drive, and Seminole Drive. |
| 5                       | M-399(46)              | 0.1                                | Mile            | 236.0                      | West 14th Street, O Street to Q Street                                     |
| 6                       | M-399(31)              | 0.1                                | Mile            | 60.0                       | Storm Sewer Repair north of L Street and east of East 1st St.              |
| 7                       | M-399(10B)             | 0.1                                | Mile            | 81.0                       | Asphalt Overlay on D Street.   |
| 8                       | M-399(18)              | 0.4                                | Mile            | 255.0                      | Asphalt Paving on P, West 1st, and Marsh.                                  |
| 9                       | M-399(37)              | 0.3                                | Mile            | 370.0                      | Concrete Pavement on East J Street.  |
| 10                      | M-399(44)              | 0.5                                | Mile            | 345.0                      | Asphalt Paving on West 6th Street.   |
| 11                      | M-399(10C)             | 0.1                                | Mile            | 83.0                       | Asphalt Overlays on G and H Streets.                                       |
| 12                      | M-399(12)              | 0.2                                | Mile            | 339.0                      | Concrete Pavement on West 3rd Street.                                      |
| 13                      | M-399(27)              | 0.4                                | Mile            | 270.0                      | Grading, Drainage and Aggregate Surfacing on West J Street.                |
| 14                      | M-399(13B)             | 0.5                                | Mile            | 860.0                      | Concrete Pavement on East 11th Street.                                     |
| 15                      | M-399(23)              | 1.1                                | Mile            | 1,850.0                    | New Northern Connection, West 3rd to East 11th.                            |
| 16                      | M-399(6)               | 0.6                                | Mile            | 1,211.0                    | Concrete Pavement on Norris Avenue.  |
| 17                      | M-399(32)              | 0.1                                | Mile            | 330.0                      | Concrete Pavement and Storm Sewer on East A Street.                        |
| 18                      | M-399(38)              | 0.4                                | Mile            | 200.0                      | Asphalt Overlay on East 1st Street.  |
| 19                      | M-399(39)              | 0.8                                | Mile            | 760.0                      | Asphalt Paving on West 1st Street.   |
| 20                      | M-399(40)              | 0.4                                | Mile            | 235.0                      | Asphalt Paving on Pawnee Drive.  |
| 21                      | M-399(41)              | 0.7                                | Mile            | 515.0                      | Asphalt Paving on Airport Road.  |
| 22                      | M-399(42)              | 0.5                                | Mile            | 245.0                      | Asphalt Paving on Norris Avenue.   |
| 23                      | M-399(43)              | 0.4                                | Mile            | 165.0                      | Asphalt Overlay on East 6th Street.  |
| 24                      | M-399(45)              | 0.5                                | Mile            | 355.0                      | Asphalt Paving on O Street.  |
|                         | *20% City, 80% Federal |                                    |                 |                            |  |
| Signature:              |                        | Title:                             |                 | Date:                      |  |
| Chris A. Miller, S-1091 |                        | City Street Superintendent         |                 | February 20, 2012          |  |

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

|  |   |   |
|--|---|---|
| COUNTY:  | CITY: <b>McCook M-399</b>   | VILLAGE:  |
| Location Description:<br><b>Storm Sewer at G Street &amp; East Ninth Street.</b>                                 |   |   |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>N/A</b> |   |   |
| Average Daily Traffic: <b>NA</b>   | Classification Type (As shown on Functional Classification Map)<br><b>Local</b> |   |
| <b>PROPOSED IMPROVEMENT</b>  |   |   |
| Design Standard Number:  | Municipal Surfacing:  | Thickness      Width                                |
| <input type="checkbox"/> Grading   | <input type="checkbox"/> Concrete   | <input type="checkbox"/> Right of Way               |
| <input type="checkbox"/> Aggregate   | <input type="checkbox"/> Curb & Gutter  | <input type="checkbox"/> Utility Adjustments        |
| <input type="checkbox"/> Armor Coat  | <input checked="" type="checkbox"/> Drainage Structures                         | <input type="checkbox"/> Fencing                    |
| <input type="checkbox"/> Asphalt   | <input checked="" type="checkbox"/> Erosion Control                             | <input type="checkbox"/> Sidewalks                  |
| Bridge To Remain In Place:   | Roadway Width   | Length      Type                                    |
| New Bridge:  | Roadway Width   | Length      Type                                    |
| Box Culvert:   | Span      Rise  | Length      Type                                    |
| Culvert:   | <input checked="" type="checkbox"/> 24" Diameter                                | 120' Length      RCP Type                           |
| <input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A Bridges and Culverts Sized                  |   | <input type="checkbox"/> Hydraulic Analysis Pending |
| Other Construction Features:   |   |   |
| ESTIMATED COST (In Thousands) * OPTIONAL   |   |   |
| * COUNTY   | * CITY  | * STATE    * FEDERAL    * OTHER    TOTAL            |
|  | 50  |   |
| Project Length = <b>NA</b>   | (Nearest Tenth)<br>(State Unit of Measure)                                      | PROJECT NO.: <b>M-399(47)</b>                       |
| Signature  | Title:  | Date:   |
| <b>Chris A. Miller, S-1091</b>   | <b>City Street Superintendent</b>   | <b>January 11, 2012</b>                             |

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

|  |   |   |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
|--|---|---|---|-------------------------|---------|-------|--------------------------------------|---------------|--------|------|---------------------------------------|------|--------|------|-----------------------------------|----------|--------|------|
| COUNTY:  | CITY: <b>McCook M-399</b>   | VILLAGE:                                      |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| Location Description:<br><b>East H Street from 11th Street to Airport Road.</b>  |   |   |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>Asphalt with concrete curb and gutter, and asphalt w/o curb &amp; gutter.</b>   |   |   |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| Average Daily Traffic: <b>Unknown</b>  | Classification Type (As shown on Functional Classification Map)<br><b>Collector</b> |   |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| <b>PROPOSED IMPROVEMENT</b>  |   |   |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| Design Standard Number: <b>Municipal</b> Surfacing: <b>8"</b> Thickness <b>35'</b> Width   |   |   |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| <input checked="" type="checkbox"/> Grading  | <input checked="" type="checkbox"/> Concrete  | <input type="checkbox"/> Right of Way         |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| <input type="checkbox"/> Aggregate   | <input checked="" type="checkbox"/> Curb & Gutter                                   | <input type="checkbox"/> Utility Adjustments  |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| <input type="checkbox"/> Armor Coat  | <input type="checkbox"/> Drainage Structures  | <input type="checkbox"/> Fencing              |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| <input type="checkbox"/> Asphalt   | <input checked="" type="checkbox"/> Erosion Control                                 | <input checked="" type="checkbox"/> Sidewalks |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Bridge To Remain In Place: <input type="checkbox"/></td> <td style="width: 33%;">Roadway Width</td> <td style="width: 33%;">Length</td> <td style="width: 15%;">Type</td> </tr> <tr> <td>New Bridge: <input type="checkbox"/></td> <td>Roadway Width</td> <td>Length</td> <td>Type</td> </tr> <tr> <td>Box Culvert: <input type="checkbox"/></td> <td>Span</td> <td>Length</td> <td>Type</td> </tr> <tr> <td>Culvert: <input type="checkbox"/></td> <td>Diameter</td> <td>Length</td> <td>Type</td> </tr> </table> |   |   | Bridge To Remain In Place: <input type="checkbox"/> | Roadway Width           | Length  | Type  | New Bridge: <input type="checkbox"/> | Roadway Width | Length | Type | Box Culvert: <input type="checkbox"/> | Span | Length | Type | Culvert: <input type="checkbox"/> | Diameter | Length | Type |
| Bridge To Remain In Place: <input type="checkbox"/>  | Roadway Width   | Length  | Type  |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| New Bridge: <input type="checkbox"/>   | Roadway Width   | Length  | Type  |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| Box Culvert: <input type="checkbox"/>  | Span  | Length  | Type  |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| Culvert: <input type="checkbox"/>  | Diameter  | Length  | Type  |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A Bridges and Culverts Sized <input type="checkbox"/> Hydraulic Analysis Pending  |   |   |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| Other Construction Features: <b>Mill Existing asphalt, regrade subgrade, construct millings subbase, and pave with 8" thick concrete.</b>  |   |   |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| <b>ESTIMATED COST</b>  |   |   |   |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| (in Thousands)   | * COUNTY  | * CITY  | * STATE   | * FEDERAL               | * OTHER | TOTAL |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| * OPTIONAL   |   | 157.4   |   | 629.6                   |         | 787   |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| Project Length = <b>0.4 mile</b> (Nearest Tenth)<br>(State Unit of Measure)  |   |   | PROJECT NO.: <b>M-399(4)</b>                        |                         |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| Signature  |   | Title:  |   | Date:                   |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |
| <b>Chris A. Miller, S-1091</b>   |   | <b>City Street Superintendent</b>             |   | <b>January 11, 2012</b> |         |       |                                      |               |        |      |                                       |      |        |      |                                   |          |        |      |

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

|         |                           |          |
|---------|---------------------------|----------|
| COUNTY: | CITY: <b>McCook M-399</b> | VILLAGE: |
|---------|---------------------------|----------|

Location Description:  
East H Street from Norris Avenue to East 11th Street.

---



---

Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)  
Asphalt with Concrete Curb and Gutter.

---



---

|                                       |  |
|---------------------------------------|--|
| Average Daily Traffic: <b>Unknown</b> | Classification Type (As shown on Functional Classification Map)<br><b>Arterial</b> |
|---------------------------------------|--|

**PROPOSED IMPROVEMENT**

Design Standard Number: Municipal Surfacing: 8" Thickness 27' Width

- |   |  |  |                                   |
|---|--|--|-----------------------------------|
| <input checked="" type="checkbox"/> Grading | <input checked="" 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"/> Armor Coat         | <input type="checkbox"/> Drainage Structures | <input type="checkbox"/> Fencing             |                                   |
| <input type="checkbox"/> Asphalt            | <input type="checkbox"/> Erosion Control     | <input type="checkbox"/> Sidewalks           |                                   |

|                            |                     |              |              |
|----------------------------|---------------------|--------------|--------------|
| Bridge To Remain In Place: | ..... Roadway Width | ..... Length | ..... Type   |
| New Bridge:                | ..... Roadway Width | ..... Length | ..... Type   |
| Box Culvert:               | ..... Span          | ..... Rise   | ..... Length |
| Culvert:                   | ..... Diameter      | ..... Length | ..... Type   |

Yes    N/A Bridges and Culverts Sized    Hydraulic Analysis Pending

Other Construction Features: Mill Existing asphalt, regrade subgrade, construct millings subbase, and pave with 8" thick concrete.

---



---

| ESTIMATED COST<br>(In Thousands) | * COUNTY | * CITY | * STATE | * FEDERAL | * OTHER | TOTAL |
|----------------------------------|----------|--------|---------|-----------|---------|-------|
| * OPTIONAL                       |          | 221.0  |         | 884.0     |         | 1,105 |

Project Length = 0.8 mile (Nearest Tenth)      PROJECT NO.: M-399(5)  
(State Unit of Measure)

|   |   |                                   |
|---|---|-----------------------------------|
| Signature<br><b>Chris A. Miller, S-1091</b> | Title:<br><b>City Street Superintendent</b> | Date:<br><b>February 18, 2013</b> |
|---|---|-----------------------------------|



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

|  |   |   |
|--|---|---|
| COUNTY:  | CITY: <b>McCook M-399</b>   | VILLAGE:  |
| Location Description:<br><b>West 14th Street, from O Street to Q Street.</b>   |   |   |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>Gravel / Earth.</b> |   |   |
| Average Daily Traffic: <b>Unknown</b>  | Classification Type (As shown on Functional Classification Map)<br><b>Local</b> |   |
| <b>PROPOSED IMPROVEMENT</b>  |   |   |
| Design Standard Number: <b>Municipal Surfacing: 6" Thickness 35' Width</b>   |   |   |
| <input checked="" type="checkbox"/> Grading  | <input checked="" type="checkbox"/> Concrete                                    | <input type="checkbox"/> Right of Way               |
| <input checked="" type="checkbox"/> Aggregate  | <input type="checkbox"/> Curb & Gutter  | <input type="checkbox"/> Utility Adjustments        |
| <input type="checkbox"/> Armor Coat  | <input checked="" type="checkbox"/> Drainage Structures                         | <input type="checkbox"/> Fencing                    |
| <input type="checkbox"/> Asphalt   | <input checked="" type="checkbox"/> Erosion Control                             | <input checked="" type="checkbox"/> Sidewalks       |
| <input type="checkbox"/> Lighting  |   |   |
| Bridge To Remain In Place: <input type="checkbox"/>  | Roadway Width   | Length  |
| New Bridge: <input type="checkbox"/>   | Roadway Width   | Length  |
| Box Culvert: <input type="checkbox"/>  | Span  | Rise  |
| Culvert: <input type="checkbox"/>  | Diameter  | Length  |
| <input type="checkbox"/> Yes   | <input checked="" type="checkbox"/> N/A Bridges and Culverts Sized              | <input type="checkbox"/> Hydraulic Analysis Pending |
| Other Construction Features: <b>Pavement with Integral Curb. Also includes Inlets &amp; Storm Sewer.</b>                     |   |   |
| ESTIMATED COST (In Thousands)  |   |   |
| * COUNTY   | * CITY  | * STATE   |
|  | <b>236</b>  |   |
| * FEDERAL  | * OTHER   | TOTAL   |
|  |   | <b>236</b>  |
| Project Length = <b>0.1 mile</b> (Nearest Tenth)<br>(State Unit of Measure)  |   | PROJECT NO.: <b>M-399(46)</b>                       |
| Signature  | Title:  | Date:   |
| <b>Chris A. Miller, S-1091</b>   | <b>City Street Superintendent</b>   | <b>January 11, 2012</b>                             |

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

|  |   |   |
|--|---|---|
| COUNTY:  | CITY: <b>McCook M-399</b>   | VILLAGE:  |
| Location Description:<br><b>Storm Sewer between L Street and M Street, east of East 1st Street.</b>  |   |   |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>N/A</b>   |   |   |
| Average Daily Traffic: <b>NA</b>   | Classification Type (As shown on Functional Classification Map)<br><b>Local</b> |   |
| <b>PROPOSED IMPROVEMENT</b>  |   |   |
| Design Standard Number: <b>Municipal</b>   | Surfacing:  | Thickness      Width                                |
| <input type="checkbox"/> Grading   | <input type="checkbox"/> Concrete   | <input type="checkbox"/> Right of Way               |
| <input type="checkbox"/> Aggregate   | <input type="checkbox"/> Curb & Gutter  | <input type="checkbox"/> Utility Adjustments        |
| <input type="checkbox"/> Armor Coat  | <input checked="" type="checkbox"/> Drainage Structures                         | <input type="checkbox"/> Fencing                    |
| <input type="checkbox"/> Asphalt   | <input type="checkbox"/> Erosion Control  | <input type="checkbox"/> Sidewalks                  |
| Bridge To Remain in Place: <input type="checkbox"/>  | Roadway Width   | Length      Type                                    |
| New Bridge: <input type="checkbox"/>   | Roadway Width   | Length      Type                                    |
| Box Culvert: <input type="checkbox"/>  | Span  | Length      Type                                    |
| Culvert: <input checked="" type="checkbox"/> 24"   | Diameter  | Length      Type                                    |
|  | Rise  | Length      Type                                    |
|  | 405'  | Length      VCT                                     |
| <input checked="" type="checkbox"/> Yes  | <input type="checkbox"/> N/A Bridges and Culverts Sized                         | <input type="checkbox"/> Hydraulic Analysis Pending |
| Other Construction Features: <b>Line existing VCT storm sewer and repair collapsed section. Storm sewer runs under College Dorm Parking Lot and the west end of Wieland Field.</b> |   |   |
| <b>ESTIMATED COST</b><br>(in Thousands)<br>* OPTIONAL  | * COUNTY  | * CITY  |
|  |   | <b>60</b>   |
|  | * STATE   | * FEDERAL   |
|  |   | * OTHER   |
|  |   | <b>TOTAL</b>  |
|  |   | <b>60</b>   |
| Project Length = <b>0.1 mile</b>   | (Nearest Tenth)<br>(State Unit of Measure)                                      | PROJECT NO.:<br><b>M-399(31)</b>                    |
| Signature  | Title:  | Date:   |
| <b>Chris A. Miller, S-1091</b>   | <b>City Street Superintendent</b>   | <b>January 11, 2010</b>                             |

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

|   |   |   |
|---|---|---|
| COUNTY:   | CITY: <b>McCook M-399</b>   | VILLAGE:  |
| Location Description:<br><b>D Street, from West 5th Street to West 7th Street.</b>                                    |   |   |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>Asphalt.</b> |   |   |
| Average Daily Traffic: <b>Unknown</b>   | Classification Type (As shown on Functional Classification Map)<br><b>Local</b> |   |
| <b>PROPOSED IMPROVEMENT</b>   |   |   |
| Design Standard Number: <b>Municipal</b> Surfacing: <b>4"</b> Thickness <b>30'</b> Width                              |   |   |
| <input checked="" type="checkbox"/> Grading   | <input type="checkbox"/> Concrete   | <input type="checkbox"/> Right of Way               |
| <input type="checkbox"/> Aggregate  | <input type="checkbox"/> Curb & Gutter  | <input type="checkbox"/> Utility Adjustments        |
| <input type="checkbox"/> Armor Coat   | <input type="checkbox"/> Drainage Structures                                    | <input type="checkbox"/> Fencing                    |
| <input checked="" type="checkbox"/> Asphalt   | <input type="checkbox"/> Erosion Control  | <input type="checkbox"/> Sidewalks                  |
| <input type="checkbox"/> Lighting   |   |   |
| Bridge To Remain in Place: <input type="checkbox"/>   | Roadway Width   | Length  |
| New Bridge: <input type="checkbox"/>  | Roadway Width   | Length  |
| Box Culvert: <input type="checkbox"/>   | Span  | Rise  |
| Culvert: <input type="checkbox"/>   | Diameter  | Length  |
| <input type="checkbox"/> Yes  | <input checked="" type="checkbox"/> N/A Bridges and Culverts Sized              | <input type="checkbox"/> Hydraulic Analysis Pending |
| Other Construction Features: <b>Reuse existing curb and gutter. Mill existing asphalt and use as a base.</b>          |   |   |
| <b>Pave with 4" of new asphalt.</b>   |   |   |
| ESTIMATED COST (In Thousands)   |   |   |
| * COUNTY  | * CITY  | * STATE   |
|   | <b>81</b>   |   |
| * FEDERAL   | * OTHER   | TOTAL   |
|   |   | <b>81</b>   |
| Project Length = <b>0.1 mile</b> (Nearest Tenth)<br>(State Unit of Measure)   |   | PROJECT NO.: <b>M-399(10B)</b>                      |
| Signature   | Title:  | Date:   |
| <b>Chris A. Miller, S-1091</b>  | <b>City Street Superintendent</b>   | <b>January 18, 2011</b>                             |

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

|         |                           |          |
|---------|---------------------------|----------|
| COUNTY: | CITY: <b>McCook M-399</b> | VILLAGE: |
|---------|---------------------------|----------|

Location Description:  
**Marsh, West 1st, and P Streets from Norris Avenue to West 3rd Street.**

Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)  
**Asphalt**

|                                       |   |
|---------------------------------------|---|
| Average Daily Traffic: <b>Unknown</b> | Classification Type (As shown on Functional Classification Map)<br><b>Local</b> |
|---------------------------------------|---|

**PROPOSED IMPROVEMENT**

Design Standard Number: **Municipal Surfacing: 4"** Thickness **30'** Width

|   |  |  |                                   |
|---|--|--|-----------------------------------|
| <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"/> Armor Coat         | <input type="checkbox"/> Drainage Structures | <input type="checkbox"/> Fencing             |                                   |
| <input checked="" type="checkbox"/> Asphalt | <input type="checkbox"/> Erosion Control     | <input type="checkbox"/> Sidewalks           |                                   |

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 \_\_\_\_\_

Yes  N/A Bridges and Culverts Sized  Hydraulic Analysis Pending

Other Construction Features: **Mill existing asphalt, re-crown and re-compact subgrade, use millings as a base, and pave with 4" thick asphalt.**

| ESTIMATED COST<br>(In Thousands) | * COUNTY | * CITY | * STATE | * FEDERAL | * OTHER | TOTAL |
|----------------------------------|----------|--------|---------|-----------|---------|-------|
| * OPTIONAL                       |          | 255    |         |           |         | 255   |

Project Length = **0.4 mile** (Nearest Tenth) PROJECT NO.: **M-399(18)**  
 (State Unit of Measure)

|   |   |                                  |
|---|---|----------------------------------|
| Signature<br><b>Chris A. Miller, S-1091</b> | Title:<br><b>City Street Superintendent</b> | Date:<br><b>January 11, 2010</b> |
|---|---|----------------------------------|

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

|  |   |   |
|--|---|---|
| COUNTY:  | CITY: <b>McCook M-399</b>   | VILLAGE:  |
| Location Description:<br><b>East J Street, from East 11th Street to East 15th Street.</b>  |   |   |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>Asphalt.</b>                              |   |   |
| Average Daily Traffic: <b>Unknown</b>  | Classification Type (As shown on Functional Classification Map)<br><b>Local</b> |   |
| <b>PROPOSED IMPROVEMENT</b>  |   |   |
| Design Standard Number: <b>Municipal Surfacing: 8" Thickness 35' Width</b>   |   |   |
| <input checked="" type="checkbox"/> Grading  | <input checked="" type="checkbox"/> Concrete                                    | <input type="checkbox"/> Right of Way               |
| <input type="checkbox"/> Aggregate   | <input checked="" type="checkbox"/> Curb & Gutter                               | <input type="checkbox"/> Utility Adjustments        |
| <input type="checkbox"/> Armor Coat  | <input type="checkbox"/> Drainage Structures                                    | <input type="checkbox"/> Fencing                    |
| <input type="checkbox"/> Asphalt   | <input checked="" type="checkbox"/> Erosion Control                             | <input checked="" type="checkbox"/> Sidewalks       |
| <input type="checkbox"/> Lighting  |   |   |
| Bridge To Remain In Place:   | Roadway Width   | Length  |
| New Bridge:  | Roadway Width   | Type  |
| Box Culvert:   | Span  | Length  |
| Culvert:   | Rise  | Type  |
|  | Diameter  | Length  |
| <input type="checkbox"/> Yes   | <input checked="" type="checkbox"/> N/A Bridges and Culverts Sized              | <input type="checkbox"/> Hydraulic Analysis Pending |
| Other Construction Features: <b>Mill Existing asphalt, regrade, prepare subgrade, construct millings subbase, and pave with 8" thick concrete.</b> |   |   |
| <b>ESTIMATED COST</b><br>(In Thousands)<br>* OPTIONAL  | * COUNTY  | * CITY  |
|  |   | <b>370</b>  |
|  | * STATE   | * FEDERAL   |
|  |   |   |
|  | * OTHER   | TOTAL   |
|  |   | <b>370</b>  |
| Project Length = <b>0.3 mile</b>   | (Nearest Tenth)<br>(State Unit of Measure)                                      | PROJECT NO.:<br><b>M-399(37)</b>                    |
| Signature  | Title:  | Date:   |
| <b>Chris A. Miller, S-1091</b>   | <b>City Street Superintendent</b>   | <b>January 11, 2010</b>                             |

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

|   |  |   |
|---|--|---|
| COUNTY:   | CITY: <b>McCook M-399</b>  | VILLAGE:  |
| Location Description:<br><b>West 5th Street, from J Street to Q Street.</b>   |  |   |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>Asphalt</b>  |  |   |
| Average Daily Traffic: <b>Unknown</b>   | Classification Type (As shown on Functional Classification Map)<br><b>Arterial</b> |   |
| <b>PROPOSED IMPROVEMENT</b>   |  |   |
| Design Standard Number: <b>Municipal</b> Surfacing: <b>4"</b> Thickness <b>30'</b> Width  |  |   |
| <input type="checkbox"/> Grading  | <input type="checkbox"/> Concrete  | <input type="checkbox"/> Right of Way               |
| <input type="checkbox"/> Aggregate  | <input checked="" type="checkbox"/> Curb & Gutter                                  | <input type="checkbox"/> Utility Adjustments        |
| <input type="checkbox"/> Armor Coat   | <input type="checkbox"/> Drainage Structures                                       | <input type="checkbox"/> Fencing                    |
| <input checked="" type="checkbox"/> Asphalt   | <input type="checkbox"/> Erosion Control   | <input checked="" type="checkbox"/> Sidewalks       |
| <input type="checkbox"/> Lighting   |  |   |
| Bridge To Remain In Place:  | Roadway Width  | Length  |
| New Bridge:   | Roadway Width  | Length  |
| Box Culvert:  | Span   | Rise  |
| Culvert:  | Diameter   | Length  |
| <input type="checkbox"/> Yes  | <input checked="" type="checkbox"/> N/A Bridges and Culverts Sized                 | <input type="checkbox"/> Hydraulic Analysis Pending |
| Other Construction Features: <b>Re-use existing curb &amp; gutter. Mill asphalt, prepare subgrade, lay millings as base, and pave with 4" asphalt. Build handicap ramps at intersections.</b> |  |   |
| ESTIMATED COST (in Thousands)   |  |   |
| * COUNTY  | * CITY   | * STATE   |
|   | <b>345</b>   |   |
| * FEDERAL   | * OTHER  | TOTAL   |
|   |  | <b>345</b>  |
| Project Length = <b>0.5 mile</b> (Nearest Tenth)<br>(State Unit of Measure)   |  | PROJECT NO.: <b>M-399(44)</b>                       |
| Signature   | Title:   | Date:   |
| <b>Chris A. Miller, S-1091</b>  | <b>City Street Superintendent</b>  | <b>February 8, 2011</b>                             |

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

|   |   |   |
|---|---|---|
| COUNTY:   | CITY: <b>McCook M-399</b>   | VILLAGE:  |
| Location Description:<br><b>G and H Streets, from Westridge Parkway to West 7th Street.</b>                           |   |   |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>Asphalt.</b> |   |   |
| Average Daily Traffic: <b>Unknown</b>   | Classification Type (As shown on Functional Classification Map)<br><b>Local</b> |   |
| <b>PROPOSED IMPROVEMENT</b>   |   |   |
| Design Standard Number: <b>Municipal</b> Surfacing: <b>4"</b> Thickness <b>30'</b> Width                              |   |   |
| <input checked="" type="checkbox"/> Grading   | <input type="checkbox"/> Concrete   | <input type="checkbox"/> Right of Way               |
| <input type="checkbox"/> Aggregate  | <input type="checkbox"/> Curb & Gutter  | <input type="checkbox"/> Utility Adjustments        |
| <input type="checkbox"/> Armor Coat   | <input type="checkbox"/> Drainage Structures                                    | <input type="checkbox"/> Fencing                    |
| <input checked="" type="checkbox"/> Asphalt   | <input type="checkbox"/> Erosion Control  | <input type="checkbox"/> Sidewalks                  |
| <input type="checkbox"/> Lighting   |   |   |
| Bridge To Remain in Place: <input type="checkbox"/>   | Roadway Width   | Length  |
| New Bridge: <input type="checkbox"/>  | Roadway Width   | Length  |
| Box Culvert: <input type="checkbox"/>   | Span  | Rise  |
| Culvert: <input type="checkbox"/>   | Diameter  | Length  |
| <input type="checkbox"/> Yes  | <input checked="" type="checkbox"/> N/A Bridges and Culverts Sized              | <input type="checkbox"/> Hydraulic Analysis Pending |
| Other Construction Features: <b>Reuse existing curb and gutter. Mill existing asphalt and use as a base.</b>          |   |   |
| <b>Pave with 4" of new asphalt.</b>   |   |   |
| ESTIMATED COST (in Thousands)   |   |   |
| * COUNTY  | * CITY  | * STATE   |
|   | <b>93</b>   |   |
| * FEDERAL   | * OTHER   | TOTAL   |
|   |   | <b>93</b>   |
| Project Length = <b>0.1</b>   | (Nearest Tenth)<br>(State Unit of Measure)                                      | PROJECT NO.: <b>M-399(10C)</b>                      |
| Signature<br><b>Chris A. Miller, S-1091</b>   | Title:<br><b>City Street Superintendent</b>                                     | Date:<br><b>January 18, 2011</b>                    |

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

|   |   |   |
|---|---|---|
| COUNTY:   | CITY: <b>McCook M-399</b>   | VILLAGE:  |
| Location Description:<br>West 3rd Street from Prairie Ridge Road to Henton Road.                                  |   |   |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br>Armor Coat. |   |   |
| Average Daily Traffic: <b>Unknown</b>   | Classification Type (As shown on Functional Classification Map)<br><b>Collector</b> |   |
| <b>PROPOSED IMPROVEMENT</b>   |   |   |
| Design Standard Number: <b>Municipal</b> Surfacing: <b>8"</b> Thickness <b>40'</b> Width                          |   |   |
| <input checked="" type="checkbox"/> Grading   | <input checked="" type="checkbox"/> Concrete  | <input type="checkbox"/> Right of Way               |
| <input type="checkbox"/> Aggregate  | <input checked="" type="checkbox"/> Curb & Gutter                                   | <input type="checkbox"/> Utility Adjustments        |
| <input type="checkbox"/> Armor Coat   | <input checked="" type="checkbox"/> Drainage Structures                             | <input type="checkbox"/> Fencing                    |
| <input type="checkbox"/> Asphalt  | <input checked="" type="checkbox"/> Erosion Control                                 | <input checked="" type="checkbox"/> Sidewalks       |
| <input type="checkbox"/> Lighting   |   |   |
| Bridge To Remain in Place: <input type="checkbox"/>   | Roadway Width   | Length  |
| New Bridge: <input type="checkbox"/>  | Roadway Width   | Length  |
| Box Culvert: <input type="checkbox"/>   | Span  | Rise  |
| Culvert: <input type="checkbox"/>   | Diameter  | Length  |
| <input type="checkbox"/> Yes  | <input checked="" type="checkbox"/> N/A Bridges and Culverts Sized                  | <input type="checkbox"/> Hydraulic Analysis Pending |
| Other Construction Features: <b>Reconstruct roadway with new 8" concrete with curb and gutter.</b>                |   |   |
| ESTIMATED COST (in Thousands)   |   |   |
| * COUNTY  | * CITY  | * STATE   |
|   | 68  |   |
| * FEDERAL   | * OTHER   | TOTAL   |
| 271   |   | 339   |
| Project Length = <b>0.2 mile</b> (Nearest Tenth)<br>(State Unit of Measure)                                       |   | PROJECT NO.: <b>M-399(12)</b>                       |
| Signature   | Title:  | Date:   |
| <b>Chris A. Miller, S-1091</b>  | <b>City Street Superintendent</b>   | <b>January 11, 2010</b>                             |

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

|   |   |  |
|---|---|--|
| COUNTY:   | CITY: <b>McCook M-399</b>   | VILLAGE:   |
| Location Description:<br><b>J Street from Spoon Drive to Spyglass Street</b>                                      |   |  |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>None</b> |   |  |
| Average Daily Traffic: <b>Unknown</b>   | Classification Type (As shown on Functional Classification Map)<br><b>Collector</b> |  |
| <b>PROPOSED IMPROVEMENT</b>   |   |  |
| Design Standard Number: <b>Municipal</b> Surfacing: <b>3"</b> Thickness <b>28'</b> Width                          |   |  |
| <input checked="" type="checkbox"/> Grading   | <input type="checkbox"/> Concrete   | <input type="checkbox"/> Right of Way                          |
| <input checked="" type="checkbox"/> Aggregate   | <input type="checkbox"/> Curb & Gutter  | <input checked="" type="checkbox"/> Utility Adjustments        |
| <input type="checkbox"/> Armor Coat   | <input checked="" type="checkbox"/> Drainage Structures                             | <input type="checkbox"/> Fencing                               |
| <input type="checkbox"/> Asphalt  | <input checked="" type="checkbox"/> Erosion Control                                 | <input type="checkbox"/> Sidewalks                             |
| <input type="checkbox"/> Lighting   |   |  |
| Bridge To Remain In Place: <input type="checkbox"/>   | Roadway Width   | Length   |
| New Bridge: <input type="checkbox"/>  | Roadway Width   | Length   |
| Box Culvert: <input type="checkbox"/>   | Span  | Rise   |
| Culvert: <input type="checkbox"/>   | Diameter  | Length   |
| <input type="checkbox"/> Yes  | <input type="checkbox"/> N/A Bridges and Culverts Sized                             | <input checked="" type="checkbox"/> Hydraulic Analysis Pending |
| Other Construction Features:  |   |  |
| ESTIMATED COST (in Thousands)   |   |  |
| * COUNTY  | * CITY  | * STATE  |
| * FEDERAL   | * OTHER   | TOTAL  |
|   | <b>54</b>   | <b>216</b>   |
| * OPTIONAL  |   | <b>270</b>   |
| Project Length = <b>0.4</b> mile  | (Nearest Tenth)<br>(State Unit of Measure)  | PROJECT NO.: <b>M-399(27)</b>                                  |
| Signature   | Title:  | Date:  |
| <b>Chris A. Miller, S-1091</b>  | <b>City Street Superintendent</b>   | <b>January 11, 2010</b>  |

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

| COUNTY:   | CITY: <b>McCook M-399</b>   | VILLAGE:  |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |
|---|---|---|----------------------------------|-----------|---------|---------|-----------|---------|-------|------------|--|-----|--|-----|--|-----|
| Location Description:<br><b>East 11th Street, from J Street approximately 2,600' north.</b>   |   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>Asphalt (rural section).</b>   |   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |
| Average Daily Traffic: <b>Unknown</b>   | Classification Type (As shown on Functional Classification Map)<br><b>Collector</b>   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |
| <b>PROPOSED IMPROVEMENT</b>   |   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |
| Design Standard Number: <b>Municipal Surfacing: 8" Thickness 40' Width</b>  |   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |
| <input checked="" type="checkbox"/> Grading<br><input type="checkbox"/> Aggregate<br><input type="checkbox"/> Armor Coat<br><input type="checkbox"/> Asphalt  | <input checked="" type="checkbox"/> Concrete<br><input checked="" type="checkbox"/> Curb & Gutter<br><input checked="" type="checkbox"/> Drainage Structures<br><input checked="" type="checkbox"/> Erosion Control | <input type="checkbox"/> Right of Way<br><input type="checkbox"/> Utility Adjustments<br><input type="checkbox"/> Fencing<br><input checked="" type="checkbox"/> Sidewalks<br><input type="checkbox"/> Lighting |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |
| Bridge To Remain in Place: <input type="checkbox"/><br>New Bridge: <input type="checkbox"/><br>Box Culvert: <input type="checkbox"/><br>Culvert: <input type="checkbox"/>   | Roadway Width: _____<br>Roadway Width: _____<br>Span: _____ Rise: _____<br>Diameter: _____  | Length: _____ Type: _____<br>Length: _____ Type: _____<br>Length: _____ Type: _____<br>Length: _____ Type: _____  |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |
| <input type="checkbox"/> Yes <input type="checkbox"/> N/A Bridges and Culverts Sized  |   | <input checked="" type="checkbox"/> Hydraulic Analysis Pending  |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |
| Other Construction Features:  |   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">ESTIMATED COST<br/>(In Thousands)</th> <th style="width: 10%;">* COUNTY</th> <th style="width: 10%;">* CITY</th> <th style="width: 10%;">* STATE</th> <th style="width: 10%;">* FEDERAL</th> <th style="width: 10%;">* OTHER</th> <th style="width: 10%;">TOTAL</th> </tr> </thead> <tbody> <tr> <td>* OPTIONAL</td> <td></td> <td style="text-align: center;">172</td> <td></td> <td style="text-align: center;">688</td> <td></td> <td style="text-align: center;">860</td> </tr> </tbody> </table> |   |   | ESTIMATED COST<br>(In Thousands) | * COUNTY  | * CITY  | * STATE | * FEDERAL | * OTHER | TOTAL | * OPTIONAL |  | 172 |  | 688 |  | 860 |
| ESTIMATED COST<br>(In Thousands)  | * COUNTY  | * CITY  | * STATE                          | * FEDERAL | * OTHER | TOTAL   |           |         |       |            |  |     |  |     |  |     |
| * OPTIONAL  |   | 172   |                                  | 688       |         | 860     |           |         |       |            |  |     |  |     |  |     |
| Project Length = <b>0.5 mile</b>  |   | PROJECT NO.: <b>M-399(13B)</b>  |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |
| Signature   | Title:  | Date:   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |
| <b>Chris A. Miller, S-1091</b>  | <b>City Street Superintendent</b>   | <b>January 11, 2010</b>   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |     |

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

| COUNTY:   | CITY: <b>McCook M-399</b>   | VILLAGE:  |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
|---|---|---|----------------------------------|---------------|---------|---------|-------------|---------------|--------|------------|--------------|------|------|-------|----------|----------|--------|------|
| Location Description:<br><b>New Northern Connection from West 3rd Street to East 11th Street.</b>   |   |   |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>None</b>   |   |   |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| Average Daily Traffic: <b>Unknown</b>   | Classification Type (As shown on Functional Classification Map)<br><b>Collector</b> |   |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| <b>PROPOSED IMPROVEMENT</b>   |   |   |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| Design Standard Number: <b>Municipal</b> Surfacing: <b>6"</b> Thickness <b>40'</b> Width  |   |   |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| <input checked="" type="checkbox"/> Grading   | <input checked="" type="checkbox"/> Concrete  | <input checked="" type="checkbox"/> Right of Way        |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| <input type="checkbox"/> Aggregate  | <input checked="" type="checkbox"/> Curb & Gutter                                   | <input checked="" type="checkbox"/> Utility Adjustments |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| <input type="checkbox"/> Armor Coat   | <input checked="" type="checkbox"/> Drainage Structures                             | <input type="checkbox"/> Fencing                        |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| <input type="checkbox"/> Asphalt  | <input checked="" type="checkbox"/> Erosion Control                                 | <input checked="" type="checkbox"/> Sidewalks           |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Bridge To Remain in Place:</td> <td style="width: 30%;">Roadway Width</td> <td style="width: 30%;">Length</td> <td style="width: 10%;">Type</td> </tr> <tr> <td>New Bridge:</td> <td>Roadway Width</td> <td>Length</td> <td>Type</td> </tr> <tr> <td>Box Culvert:</td> <td>Span</td> <td>Rise</td> <td>Type</td> </tr> <tr> <td>Culvert:</td> <td>Diameter</td> <td>Length</td> <td>Type</td> </tr> </table>  |   |   | Bridge To Remain in Place:       | Roadway Width | Length  | Type    | New Bridge: | Roadway Width | Length | Type       | Box Culvert: | Span | Rise | Type  | Culvert: | Diameter | Length | Type |
| Bridge To Remain in Place:  | Roadway Width   | Length  | Type                             |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| New Bridge:   | Roadway Width   | Length  | Type                             |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| Box Culvert:  | Span  | Rise  | Type                             |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| Culvert:  | Diameter  | Length  | Type                             |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| <input type="checkbox"/> Yes <input type="checkbox"/> N/A Bridges and Culverts Sized <input checked="" type="checkbox"/> Hydraulic Analysis Pending   |   |   |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| Other Construction Features:  |   |   |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">ESTIMATED COST<br/>(In Thousands)</th> <th style="width: 10%;">* COUNTY</th> <th style="width: 10%;">* CITY</th> <th style="width: 10%;">* STATE</th> <th style="width: 10%;">* FEDERAL</th> <th style="width: 10%;">* OTHER</th> <th style="width: 10%;">TOTAL</th> </tr> </thead> <tbody> <tr> <td>* OPTIONAL</td> <td></td> <td style="text-align: center;">370</td> <td></td> <td style="text-align: center;">1,480</td> <td></td> <td style="text-align: center;">1,850</td> </tr> </tbody> </table> |   |   | ESTIMATED COST<br>(In Thousands) | * COUNTY      | * CITY  | * STATE | * FEDERAL   | * OTHER       | TOTAL  | * OPTIONAL |              | 370  |      | 1,480 |          | 1,850    |        |      |
| ESTIMATED COST<br>(In Thousands)  | * COUNTY  | * CITY  | * STATE                          | * FEDERAL     | * OTHER | TOTAL   |             |               |        |            |              |      |      |       |          |          |        |      |
| * OPTIONAL  |   | 370   |                                  | 1,480         |         | 1,850   |             |               |        |            |              |      |      |       |          |          |        |      |
| Project Length = <b>1.1</b> mile (Nearest Tenth) (State Unit of Measure)  |   |   |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| PROJECT NO.: <b>M-399(23)</b>   |   |   |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| Signature   | Title:  | Date:   |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |
| <b>Chris A. Miller, S-1081</b>  | <b>City Street Superintendent</b>   | <b>January 11, 2010</b>                                 |                                  |               |         |         |             |               |        |            |              |      |      |       |          |          |        |      |

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

| COUNTY:   | CITY: <b>McCook M-399</b>   | VILLAGE:  |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |
|---|---|---|----------------------------------|-----------|---------|---------|-----------|---------|-------|------------|--|-----|--|-----|--|-------|
| Location Description:<br><b>Norris Avenue from F Street to O Street.</b>  |   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>Asphalt over Concrete with Curb and Gutter.</b>  |   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |
| Average Daily Traffic:<br><br><b>2010 = 3726, 2030 = 4470</b>   | Classification Type (As shown on Functional Classification Map)<br><br><b>Arterial</b>  |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |
| <b>PROPOSED IMPROVEMENT</b>   |   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |
| Design Standard Number: <b>Municipal</b> Surfacing: <b>8"</b> Thickness <b>40'</b> Width  |   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |
| <input checked="" type="checkbox"/> Grading<br><input type="checkbox"/> Aggregate<br><input type="checkbox"/> Armor Coat<br><input type="checkbox"/> Asphalt  | <input checked="" type="checkbox"/> Concrete<br><input checked="" type="checkbox"/> Curb & Gutter<br><input type="checkbox"/> Drainage Structures<br><input type="checkbox"/> Erosion Control | <input type="checkbox"/> Right of Way<br><input type="checkbox"/> Utility Adjustments<br><input type="checkbox"/> Fencing<br><input checked="" type="checkbox"/> Sidewalks<br><input type="checkbox"/> Lighting |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |
| Bridge To Remain in Place: <input type="checkbox"/><br>New Bridge: <input type="checkbox"/><br>Box Culvert: <input type="checkbox"/><br>Culvert: <input type="checkbox"/>   | Roadway Width: .....<br>Roadway Width: .....<br>Span: ..... Rise: .....<br>Diameter: .....  | Length: ..... Type: .....<br>Length: ..... Type: .....<br>Length: ..... Type: .....<br>Length: ..... Type: .....  |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |
| <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A Bridges and Culverts Sized <input type="checkbox"/> Hydraulic Analysis Pending   |   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |
| Other Construction Features: <b>Remove existing asphalt and concrete street. Pave with new 8" thick concrete.</b>   |   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">ESTIMATED COST<br/>(In Thousands)</th> <th style="width: 10%;">* COUNTY</th> <th style="width: 10%;">* CITY</th> <th style="width: 10%;">* STATE</th> <th style="width: 10%;">* FEDERAL</th> <th style="width: 10%;">* OTHER</th> <th style="width: 10%;">TOTAL</th> </tr> </thead> <tbody> <tr> <td>* OPTIONAL</td> <td></td> <td style="text-align: center;">242</td> <td></td> <td style="text-align: center;">969</td> <td></td> <td style="text-align: center;">1,211</td> </tr> </tbody> </table> |   |   | ESTIMATED COST<br>(In Thousands) | * COUNTY  | * CITY  | * STATE | * FEDERAL | * OTHER | TOTAL | * OPTIONAL |  | 242 |  | 969 |  | 1,211 |
| ESTIMATED COST<br>(In Thousands)  | * COUNTY  | * CITY  | * STATE                          | * FEDERAL | * OTHER | TOTAL   |           |         |       |            |  |     |  |     |  |       |
| * OPTIONAL  |   | 242   |                                  | 969       |         | 1,211   |           |         |       |            |  |     |  |     |  |       |
| Project Length = <b>0.6</b> mile (Nearest Tenth) (State Unit of Measure)    PROJECT NO.: <b>M-399(6)</b>  |   |   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |
| Signature   | Title:  | Date:   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |
| <b>Chris A. Miller, S-1091</b>  | <b>City Street Superintendent</b>   | <b>January 11, 2010</b>   |                                  |           |         |         |           |         |       |            |  |     |  |     |  |       |

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

|         |                           |          |
|---------|---------------------------|----------|
| COUNTY: | CITY: <b>McCook M-399</b> | VILLAGE: |
|---------|---------------------------|----------|

Location Description:  
**East A Street from East 4th Street to Hwy 83 Overpass.**

Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)  
**Gravel**

|   |   |
|---|---|
| Average Daily Traffic:<br><b>2010 = 50, 2030 = 75</b> | Classification Type (As shown on Functional Classification Map)<br><b>Local</b> |
|---|---|

**PROPOSED IMPROVEMENT**

Design Standard Number: **Municipal** Surfacing: **8"** Thickness **34'** Width

|   |   |   |                                   |
|---|---|---|-----------------------------------|
| <input checked="" type="checkbox"/> Grading | <input checked="" type="checkbox"/> Concrete            | <input type="checkbox"/> Right of Way                   | <input type="checkbox"/> Lighting |
| <input type="checkbox"/> Aggregate          | <input checked="" type="checkbox"/> Curb & Gutter       | <input checked="" type="checkbox"/> Utility Adjustments |                                   |
| <input type="checkbox"/> Armor Coat         | <input checked="" type="checkbox"/> Drainage Structures | <input type="checkbox"/> Fencing                        |                                   |
| <input type="checkbox"/> Asphalt            | <input checked="" type="checkbox"/> Erosion Control     | <input type="checkbox"/> Sidewalks                      |                                   |

Bridge To Remain In Place:  Roadway Width \_\_\_\_\_ Length \_\_\_\_\_ Type \_\_\_\_\_  
 New Bridge:  Roadway Width \_\_\_\_\_ Length \_\_\_\_\_ Type \_\_\_\_\_  
 Box Culvert:  Span \_\_\_\_\_ Rise \_\_\_\_\_ Length \_\_\_\_\_ Type \_\_\_\_\_  
 Culvert:  60" Diameter 700' Length \_\_\_\_\_ RCP Type \_\_\_\_\_

Yes    N/A Bridges and Culverts Sized    Hydraulic Analysis Pending

Other Construction Features: **Extend Storm Sewer and pave with new concrete w/ curb and gutter.**

| ESTIMATED COST<br>(In Thousands) | * COUNTY | * CITY | * STATE | * FEDERAL | * OTHER | TOTAL |
|----------------------------------|----------|--------|---------|-----------|---------|-------|
| * OPTIONAL                       |          | 330    |         |           |         | 330   |

Project Length = **0.1 mile** (Nearest Tenth)  
 (State Unit of Measure) PROJECT NO.: **M-399(32)**

|   |   |                                  |
|---|---|----------------------------------|
| Signature<br><b>Chris A. Miller, S-1091</b> | Title:<br><b>City Street Superintendent</b> | Date:<br><b>January 11, 2010</b> |
|---|---|----------------------------------|

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

|         |                           |          |
|---------|---------------------------|----------|
| COUNTY: | CITY: <b>McCook M-399</b> | VILLAGE: |
|---------|---------------------------|----------|

Location Description:  
**East 1st Street, from B Street to H Street.**

Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)  
**Armor Coat over Concrete Pavement.**

|                                       |   |
|---------------------------------------|---|
| Average Daily Traffic: <b>Unknown</b> | Classification Type (As shown on Functional Classification Map)<br><b>Collector</b> |
|---------------------------------------|---|

**PROPOSED IMPROVEMENT**

Design Standard Number: **Municipal** Surfacing: **3"** Thickness **35/45'** Width

|   |  |  |                                   |
|---|--|--|-----------------------------------|
| <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"/> 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           |                                   |

Bridges To Remain in Place:  Roadway Width  Length  Type  
 New Bridge:  Roadway Width  Length  Type  
 Box Culvert:  Span  Rise  Length  Type  
 Culvert:  Diameter  Length  Type

Yes  N/A Bridges and Culverts Sized  Hydraulic Analysis Pending

Other Construction Features: **Mill edge inlay along each side, overlay with asphalt.**

| ESTIMATED COST<br>(In Thousands) | * COUNTY | * CITY | * STATE | * FEDERAL | * OTHER | TOTAL |
|----------------------------------|----------|--------|---------|-----------|---------|-------|
| * OPTIONAL                       |          | 200    |         |           |         | 200   |

Project Length = **0.4 mile** (Nearest Tenth) (State Unit of Measure) PROJECT NO.: **M-399(38)**

|   |   |                                  |
|---|---|----------------------------------|
| Signature<br><b>Chris A. Miller, S-1091</b> | Title:<br><b>City Street Superintendent</b> | Date:<br><b>January 18, 2011</b> |
|---|---|----------------------------------|



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

COUNTY: \_\_\_\_\_ CITY: **McCook M-399** VILLAGE: \_\_\_\_\_

Location Description:  
**Pawnee Drive, from North Cherokee Drive to North Corporate Limits**

Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)  
**Asphalt.**

Average Daily Traffic: **Unknown** Classification Type (As shown on Functional Classification Map)  
**Local**

**PROPOSED IMPROVEMENT**

Design Standard Number: **Municipal** Surfacing: **4"** Thickness **31'** Width

- |   |  |  |                                   |
|---|--|--|-----------------------------------|
| <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"/> Armor Coat         | <input type="checkbox"/> Drainage Structures | <input type="checkbox"/> Fencing             |                                   |
| <input checked="" type="checkbox"/> Asphalt | <input type="checkbox"/> Erosion Control     | <input type="checkbox"/> Sidewalks           |                                   |

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 \_\_\_\_\_  
 Yes  N/A Bridges and Culverts Sized  Hydraulic Analysis Pending

Other Construction Features: **Re-use existing curb & gutter. Mill asphalt, prepare subgrade, lay millings as base, and pave with 4" asphalt.**

| ESTIMATED COST<br>(In Thousands) | * COUNTY | * CITY | * STATE | * FEDERAL | * OTHER | TOTAL |
|----------------------------------|----------|--------|---------|-----------|---------|-------|
| * OPTIONAL                       |          | 235    |         |           |         | 235   |

Project Length = **0.4 mile** (Nearest Tenth) PROJECT NO.: **M-399(40)**  
 (State Unit of Measure)

Signature: **Chris A. Miller, S-1091** Title: **City Street Superintendent** Date: **January 18, 2011**

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

| COUNTY:  | CITY: <b>McCook M-399</b>   | VILLAGE:  |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
|--|---|---|----------------------------------|-----------|---------|---------|-----------|---------|-------|------------|--|-----|--|--|--|-----|
| Location Description:<br><b>Airport Road, from B Street to the Airport Terminal.</b>   |   |   |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>Asphalt.</b>  |   |   |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| Average Daily Traffic: <b>Unknown</b>  | Classification Type (As shown on Functional Classification Map)<br><b>Collector</b> |   |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| <b>PROPOSED IMPROVEMENT</b>  |   |   |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| Design Standard Number: <b>Municipal Surfacing: 4"</b> Thickness <b>34'</b> Width  |   |   |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| <input checked="" type="checkbox"/> Grading  | <input type="checkbox"/> Concrete   | <input type="checkbox"/> Right of Way               |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| <input type="checkbox"/> Aggregate   | <input type="checkbox"/> Curb & Gutter  | <input type="checkbox"/> Utility Adjustments        |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| <input type="checkbox"/> Armor Coat  | <input type="checkbox"/> Drainage Structures  | <input type="checkbox"/> Fencing                    |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| <input checked="" type="checkbox"/> Asphalt  | <input checked="" type="checkbox"/> Erosion Control                                 | <input type="checkbox"/> Sidewalks                  |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| <input type="checkbox"/> Lighting  |   |   |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| Bridge To Remain In Place:   | Roadway Width   | Length  |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| New Bridge:  | Roadway Width   | Type  |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| Box Culvert:   | Span  | Length  |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| Culvert:   | Rise  | Type  |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
|  | Diameter  | Length  |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| <input type="checkbox"/> Yes   | <input checked="" type="checkbox"/> N/A Bridges and Culverts Sized                  | <input type="checkbox"/> Hydraulic Analysis Pending |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| Other Construction Features: <b>Mill asphalt, grade to widen roadway, prepare subgrade, place millings as base, pave with 4" asphalt shoulder, and seed.</b>   |   |   |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:30%;">ESTIMATED COST<br/>(in Thousands)</th> <th style="width:10%;">* COUNTY</th> <th style="width:10%;">* CITY</th> <th style="width:10%;">* STATE</th> <th style="width:10%;">* FEDERAL</th> <th style="width:10%;">* OTHER</th> <th style="width:10%;">TOTAL</th> </tr> </thead> <tbody> <tr> <td>* OPTIONAL</td> <td></td> <td align="center">515</td> <td></td> <td></td> <td></td> <td align="center">515</td> </tr> </tbody> </table> |   |   | ESTIMATED COST<br>(in Thousands) | * COUNTY  | * CITY  | * STATE | * FEDERAL | * OTHER | TOTAL | * OPTIONAL |  | 515 |  |  |  | 515 |
| ESTIMATED COST<br>(in Thousands)   | * COUNTY  | * CITY  | * STATE                          | * FEDERAL | * OTHER | TOTAL   |           |         |       |            |  |     |  |  |  |     |
| * OPTIONAL   |   | 515   |                                  |           |         | 515     |           |         |       |            |  |     |  |  |  |     |
| Project Length = <b>0.7 mile</b><br>(Nearest Tenth)<br>(State Unit of Measure)   |   | PROJECT NO.:<br><b>M-399(41)</b>                    |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |
| Signature<br><b>Chris A. Miller, S-1091</b>  | Title:<br><b>City Street Superintendent</b>   | Date:<br><b>January 18, 2011</b>                    |                                  |           |         |         |           |         |       |            |  |     |  |  |  |     |

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

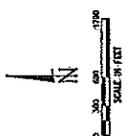
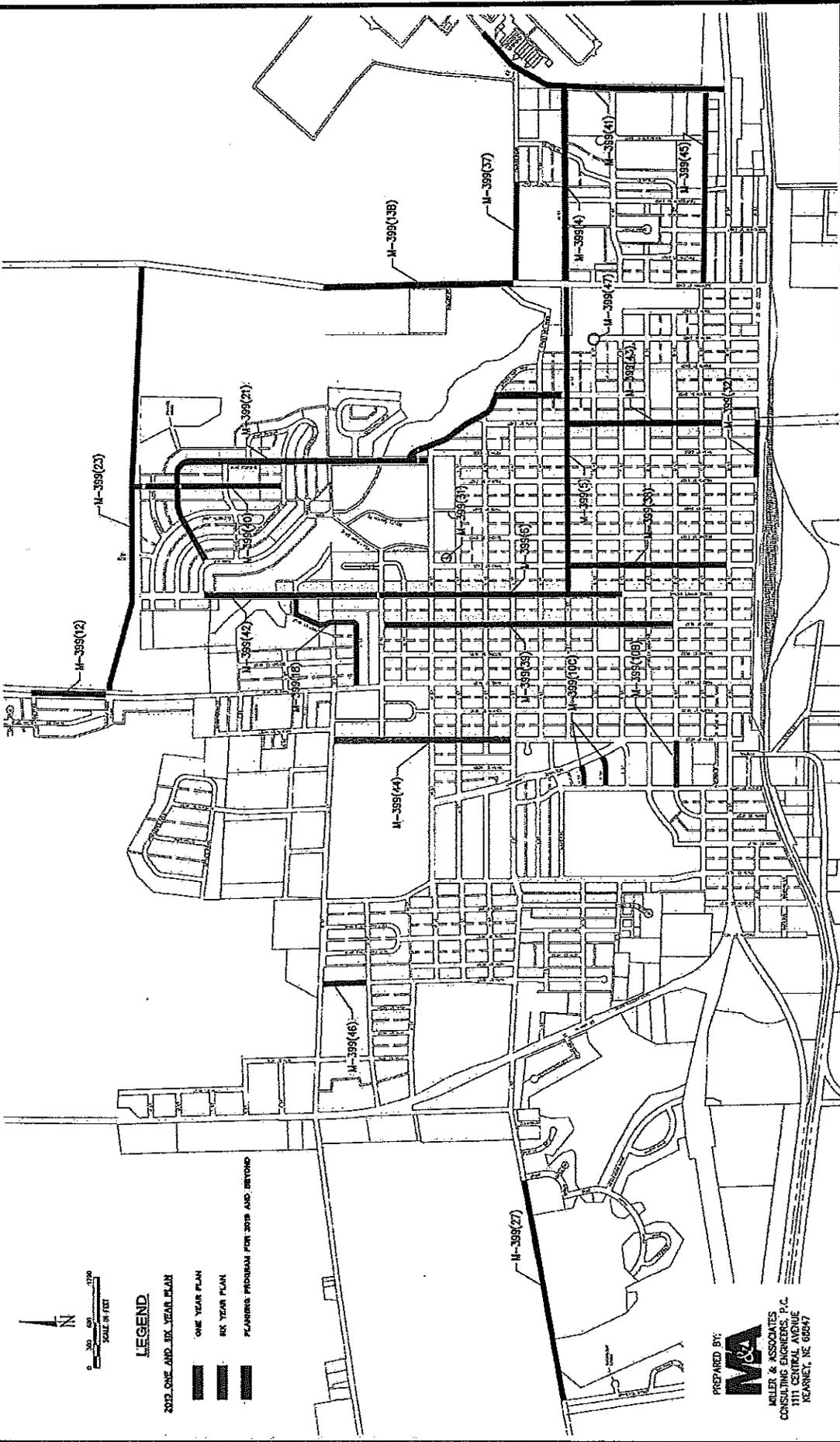
|   |   |   |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
|---|---|---|----------------------------------|---------------|----------------------------------|--------------|--------------------------------------|---------------|--------|------|---------------------------------------|------|------|------|-----------------------------------|----------|--------|------|
| COUNTY:   | CITY: <b>McCook M-399</b>   | VILLAGE:  |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| Location Description:<br><b>Norris Avenue, from O Street to Park Avenue</b>   |   |   |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br>South portion Armor Coat over Concrete.<br>North portion Asphalt.   |   |   |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| Average Daily Traffic: <b>Unknown</b>   | Classification Type (As shown on Functional Classification Map)<br><br><b>Collector</b> |   |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| <b>PROPOSED IMPROVEMENT</b>   |   |   |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| Design Standard Number: <b>Municipal Surfacing: 3 3/4" Thickness 27' Width</b>  |   |   |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| <input type="checkbox"/> Grading  | <input type="checkbox"/> Concrete   | <input type="checkbox"/> Right of Way               |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| <input type="checkbox"/> Aggregate  | <input type="checkbox"/> Curb & Gutter  | <input type="checkbox"/> Utility Adjustments        |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| <input type="checkbox"/> Armor Coat   | <input type="checkbox"/> Drainage Structures  | <input type="checkbox"/> Fencing                    |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| <input checked="" type="checkbox"/> Asphalt   | <input type="checkbox"/> Erosion Control  | <input type="checkbox"/> Sidewalks                  |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| <table style="width:100%; border:none;"> <tr> <td style="width:33%;">Bridge To Remain In Place:</td> <td style="width:33%;">Roadway Width</td> <td style="width:33%;">Length</td> <td style="width:15%;">Type</td> </tr> <tr> <td>New Bridge: <input type="checkbox"/></td> <td>Roadway Width</td> <td>Length</td> <td>Type</td> </tr> <tr> <td>Box Culvert: <input type="checkbox"/></td> <td>Span</td> <td>Rise</td> <td>Type</td> </tr> <tr> <td>Culvert: <input type="checkbox"/></td> <td>Diameter</td> <td>Length</td> <td>Type</td> </tr> </table> |   |   | Bridge To Remain In Place:       | Roadway Width | Length                           | Type         | New Bridge: <input type="checkbox"/> | Roadway Width | Length | Type | Box Culvert: <input type="checkbox"/> | Span | Rise | Type | Culvert: <input type="checkbox"/> | Diameter | Length | Type |
| Bridge To Remain In Place:  | Roadway Width   | Length  | Type                             |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| New Bridge: <input type="checkbox"/>  | Roadway Width   | Length  | Type                             |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| Box Culvert: <input type="checkbox"/>   | Span  | Rise  | Type                             |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| Culvert: <input type="checkbox"/>   | Diameter  | Length  | Type                             |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| <input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A Bridges and Culverts Sized   |   | <input type="checkbox"/> Hydraulic Analysis Pending |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| Other Construction Features: <b>Mill edge inlay on south portion. Remove asphalt completely by milling on north portion. Prepare subgrade, place millings as base, and lay 4" asphalt on north portion. Overlay with 3" asphalt on south portion.</b>   |   |   |                                  |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| <b>ESTIMATED COST</b><br>(In Thousands)   | * COUNTY  | * CITY  | * STATE                          | * FEDERAL     | * OTHER                          | <b>TOTAL</b> |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| * OPTIONAL  |   | 245   |                                  |               |                                  | 245          |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| Project Length = <b>0.5 mile</b><br>(Nearest Tenth)<br>(State Unit of Measure)  |   |   | PROJECT NO.:<br><b>M-399(42)</b> |               |                                  |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |
| Signature<br><b>Chris A. Miller, S-1091</b>   |   | Title:<br><b>City Street Superintendent</b>         |                                  |               | Date:<br><b>January 18, 2011</b> |              |                                      |               |        |      |                                       |      |      |      |                                   |          |        |      |



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

|   |   |   |
|---|---|---|
| COUNTY:   | CITY: <b>McCook M-399</b>   | VILLAGE:  |
| Location Description:<br><b>C Street, from East 11th Street to Airport Road.</b>  |   |   |
| Existing Surface Type and Structures (Such as dirt, gravel, asphalt, concrete, culvert, or bridge)<br><b>Asphalt</b>  |   |   |
| Average Daily Traffic: <b>Unknown</b>   | Classification Type (As shown on Functional Classification Map)<br><b>Local</b> |   |
| <b>PROPOSED IMPROVEMENT</b>   |   |   |
| Design Standard Number: <b>Municipal Surfacing: 4"</b> Thickness <b>30"</b> Width   |   |   |
| <input type="checkbox"/> Grading  | <input type="checkbox"/> Concrete   | <input type="checkbox"/> Right of Way               |
| <input type="checkbox"/> Aggregate  | <input checked="" type="checkbox"/> Curb & Gutter                               | <input type="checkbox"/> Utility Adjustments        |
| <input type="checkbox"/> Armor Coat   | <input type="checkbox"/> Drainage Structures                                    | <input type="checkbox"/> Fencing                    |
| <input checked="" type="checkbox"/> Asphalt   | <input type="checkbox"/> Erosion Control  | <input checked="" type="checkbox"/> Sidewalks       |
| <input type="checkbox"/> Lighting   |   |   |
| Bridge To Remain In Place:  | Roadway Width   | Length  |
| New Bridge:   | Roadway Width   | Length  |
| Box Culvert:  | Span  | Rise  |
| Culvert:  | Diameter  | Length  |
| <input type="checkbox"/> Yes  | <input checked="" type="checkbox"/> N/A Bridges and Culverts Sized              | <input type="checkbox"/> Hydraulic Analysis Pending |
| Other Construction Features: <b>Re-use existing curb &amp; gutter. Mill asphalt, prepare subgrade, lay millings as base, and pave with 4" asphalt. Build handicap ramps at intersections.</b> |   |   |
| ESTIMATED COST (in Thousands)   |   |   |
| * COUNTY  | * CITY  | * STATE   |
|   | <b>355</b>  |   |
| * FEDERAL   | * OTHER   | TOTAL   |
|   |   | <b>355</b>  |
| Project Length = <b>0.5 mile</b> (Nearest Tenth)<br>(State Unit of Measure)   |   | PROJECT NO.:<br><b>M-399(45)</b>                    |
| Signature   | Title:  | Date:   |
| <b>Chris A. Miller, S-1091</b>  | <b>City Street Superintendent</b>   | <b>February 8, 2011</b>                             |

# McCook, Nebraska 1 AND 6 YEAR PLAN



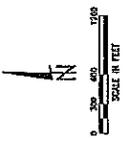
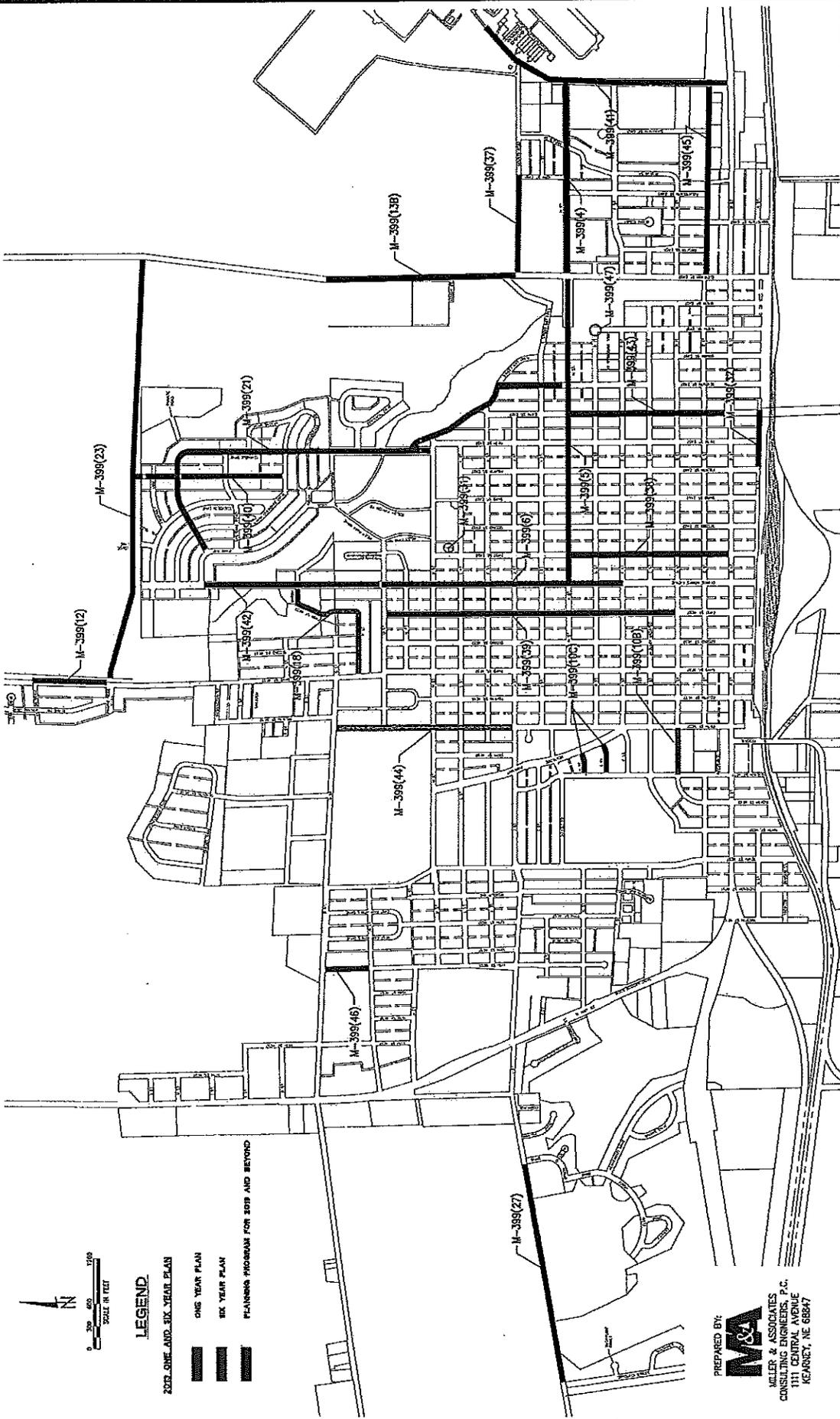
### LEGEND

- 2012 ONE AND SIX YEAR PLAN
- ONE YEAR PLAN
  - SIX YEAR PLAN
  - PLANNING PROGRAM FOR 2018 AND BEYOND

PREPARED BY:  
  
 MILLER & ASSOCIATES  
 CONSULTING ENGINEERS, P.C.  
 1111 CENTRAL AVENUE  
 KEARNING, NE 68547

# McCook, Nebraska

## 1 AND 6 YEAR PLAN



### LEGEND

2017 ONE AND SIX YEAR PLAN

ONE YEAR PLAN

SIX YEAR PLAN

PLANNING PROGRAM FOR 2017 AND BEYOND

PREPARED BY:



MILLER & ASSOCIATES  
CONSULTING ENGINEERS, P.C.  
1111 CHERRY WALK  
KEARNEY, NE 68847