



September 14, 2026

Steve Baird
Scotts Bluff County Highway Superintendent
785 Rundell Road
Gering, NE 69341

RE: Review of County Road 32 and County Road 'E'

Dear Mr. Baird:

Per your request, we have reviewed the intersection of County Road 32 and County Road 'E' to determine if STOP signs are warranted at this location.

County Road 32 is a north-south county road and County Road 'E' is an east-west county road. Both roads are classified as Local Roads. The intersection is located approximately 0.75 miles east of Stonegate Road, 1 Mile NE of Lake Minatare State Recreation Area and 1 mile west of North Highland Road. The intersection is a four-way intersection with the north leg of CR 32 being a dead-end road that provides access to one residence and adjacent fields. The terrain in the area is relatively flat, but does have some rolling hills on approach to the intersection. The field on the southwest corner of the intersection is on a hillside and is also slightly elevated above the roadway. The sight distance on CR E is adequate from the east, but slightly limited from the west for eastbound traffic. CR 32 south of the intersection has limited sight distance west of the intersection, but the sight distance is adequate to the east. Northbound traffic on CR 32 does crest over a hill approximately 1,000 feet south of the intersection. Currently there is an intersection ahead sign on CR 32 for northbound traffic.

Traffic was counted during an 8-day period from August 27, 2026 to September 3, 2026. According to the counts taken, both roads carry relatively low volumes. The east leg of County Road 'E' had approximately 61 vehicles per day and the west leg had approximately 70 vehicles per day. The south leg of County Road 32 had only 14 vehicles per day while the north leg was not counted due to the fact that it is a dead end. Utilizing the Nebraska Transportation Information Portal (NTIP), accident history was reviewed and showed no reported crashes at the intersection in the last three (3) years. Based upon discussions with you, we were asked to consider if the intersection should be controlled with signage to improve the safety at the intersection.

According to the Manual on Uniform Traffic Control (MUTCD) which has been adopted by the Nebraska Department of Transportation, YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area

In addition, the use of YIELD or STOP Signs should be considered at the intersection of two minor streets or local roads where that intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection for all approaches averages more than 2,000 units per day
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right of way rule if such stopping or yielding is necessary; and or
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right of way rule have been reported within a 3-year period, or that three or more crashes have been reported within a 2-year period.

In applying this situation to the above guidance, it is in our opinion that this intersection meets condition B as stated above and stop signs should be installed to control this intersection. The elevated hillside southwest of the intersection restricts the view of conflicting traffic as you approach the intersection for northbound and eastbound traffic.

Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.

A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.

The traffic from all directions is relatively low, but CR 32 carries considerably fewer vehicles. Following the guidance above, we recommend installing STOP Signs for both northbound and southbound traffic on CR 32. Additionally, CR 32 operates similarly to a T-Intersection, due to the north portion being a dead end, and so lends itself more naturally to a stop condition.

Due to the addition of signage at this location and the restricted views, we recommend that stop ahead signs be erected in advance of the stop signs, at a distance of approximately 400 feet in advance of the stop sign and that the stop signs be accented with orange flags for approximately one month to grab motorists' attention of the change in intersection control. The intersection ahead sign for northbound can be removed when the stop ahead and stop signs are installed.

If you have any questions or need additional information, please contact me at your convenience. Thank you.

Sincerely,

FOR THE FIRM OF
M.C. SCHAFF & ASSOCIATES

A handwritten signature in black ink, appearing to read 'Adam Vath', is written over a horizontal line.

Adam Vath, P.E.