

# Central City Viaduct PUBLIC INFORMATION OPEN HOUSE MEETING

## RIGHT-OF-WAY

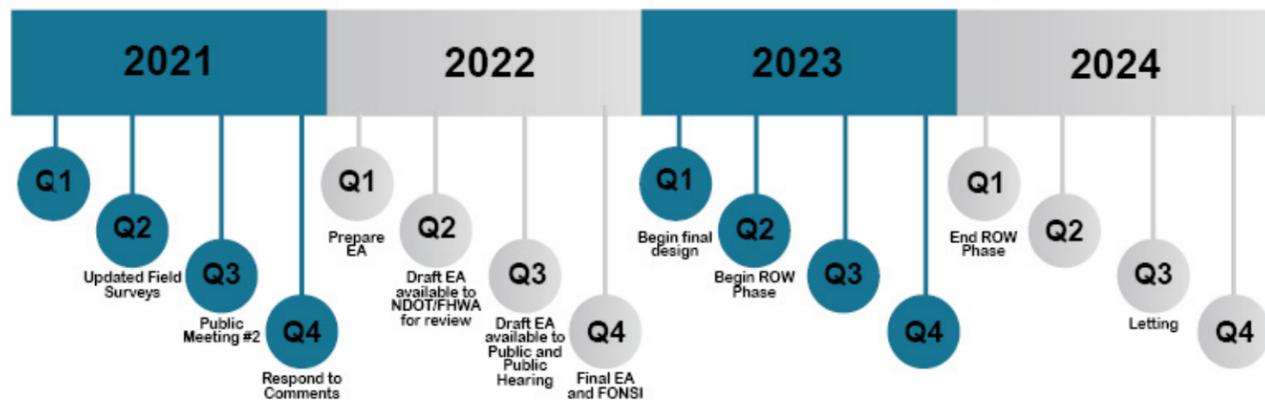
The proposed project may require the acquisition of additional property rights which could include new right-of-way (ROW), control of access (CA), permanent easements (PE) and/or temporary easements (TE) for construction throughout the project area. Relocations may be required depending on the alternative selected. If your property would be impacted by this project, you would be contacted by a representative in the future once the design footprint could be established.

## POTENTIAL IMPACTS

Because federal funding would be provided by the Federal Highway Administration, an environmental assessment is being prepared to investigate the social, environmental, and economic effects of the proposed project. Environmental Resources to be evaluated include wetlands, threatened and endangered species, historic properties and cultural resources, parks and recreation areas, social and economic impacts, minority and low-income populations, noise impacts, aesthetics and any required property acquisitions.

## NEXT STEPS

As of this date, construction has not been scheduled. A construction letting date would be scheduled based on the results of the environmental assessment, funding availability and priority.



We encourage you to make suggestions or express concerns regarding this proposed project. Comments will be collected by mail or online through **December 18, 2021.**

**SEND COMMENTS TO:**  
NDOT Public Involvement  
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402-479-3832  
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**FOR MORE INFORMATION:**  
NDOT District 4 Engineer  
Wes Wahlgren

211 N Tilden St  
Grand Island, NE 68802  
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wes.wahlgren@nebraska.gov

To view a pre-recorded project video and other related materials, visit **[ndot.info/42013](http://ndot.info/42013)**.

# Central City Viaduct PUBLIC INFORMATION OPEN HOUSE MEETING

Thursday, November 18, 2021; 5:00 – 7:00 PM  
Central City High School Common Space, 1510 28th Street, Central City, NE 68826

## RRZ-TMT-14-2(123) CENTRAL CITY VIADUCT; C.N. 42013

### LOCATION AND PROJECT DESCRIPTION

The proposed project would construct a new roadway alignment and bridge (viaduct) over the Union Pacific Railroad (UPRR) mainline within Central City. Proposed improvements would also include improvements to the intersection of Nebraska Highway 14 (N-14) and U. S. Highway 30 (US-30), a shared use transportation pathway that would accommodate pedestrians and bicycle traffic along the new roadway and viaduct, and a potential for a separate pedestrian overpass. The project features would facilitate safe vehicular and pedestrian crossing over the railroad and improve connectivity. The proposed project would close the at-grade highway/railroad

crossings on Nebraska Highway 14 (N-14) and 13th Street, while additional closures are being considered at C or F Avenue.

### PURPOSE & NEED SUMMARY

The purpose of this project is to improve local and regional mobility by enhancing the vehicular transportation system and improving connectivity, reducing driver delays, and improving safety along the N-14 corridor in Central City. Additionally, the project is intended to provide opportunities for improved pedestrian access across the railroad tracks. This project is needed due to conflicts between trains and vehicles, unacceptable traffic delays and inadequate pedestrian facilities at the highway-rail crossing of N-14 and the UPRR mainline.

### PROJECT HISTORY

In 2016, a public information open house meeting was held to present information on four roadway and viaduct alignments that were being considered at that time. These alternatives included:

- Building on the current alignment with construction of a viaduct over UPRR
- Building to the east on the Nebraska Central Railroad Company (NCRC) rail corridor (between 13th and 14th Avenue) with construction of a new roadway north of the proposed viaduct to reconnect with N-14 at approximately 10th Street
- Building to the east on the NCRC rail corridor with construction of the viaduct over UPRR that would connect to 13th Street north of the UPRR
- Building to the west with reconstruction of C Avenue and 13th Street including construction of the viaduct over UPRR.

The no-build alternative was also presented. After consideration of input and additional analysis, the two east alternatives and the no-build are being carried forward for further consideration.

Also in 2016, it was stated that improvements may be needed at the intersection of US-30 and N-14 to accommodate anticipated changes in the travel pattern at the intersection with the possible realignment of N-14. Six alternatives were developed to address this component of the project. These include:

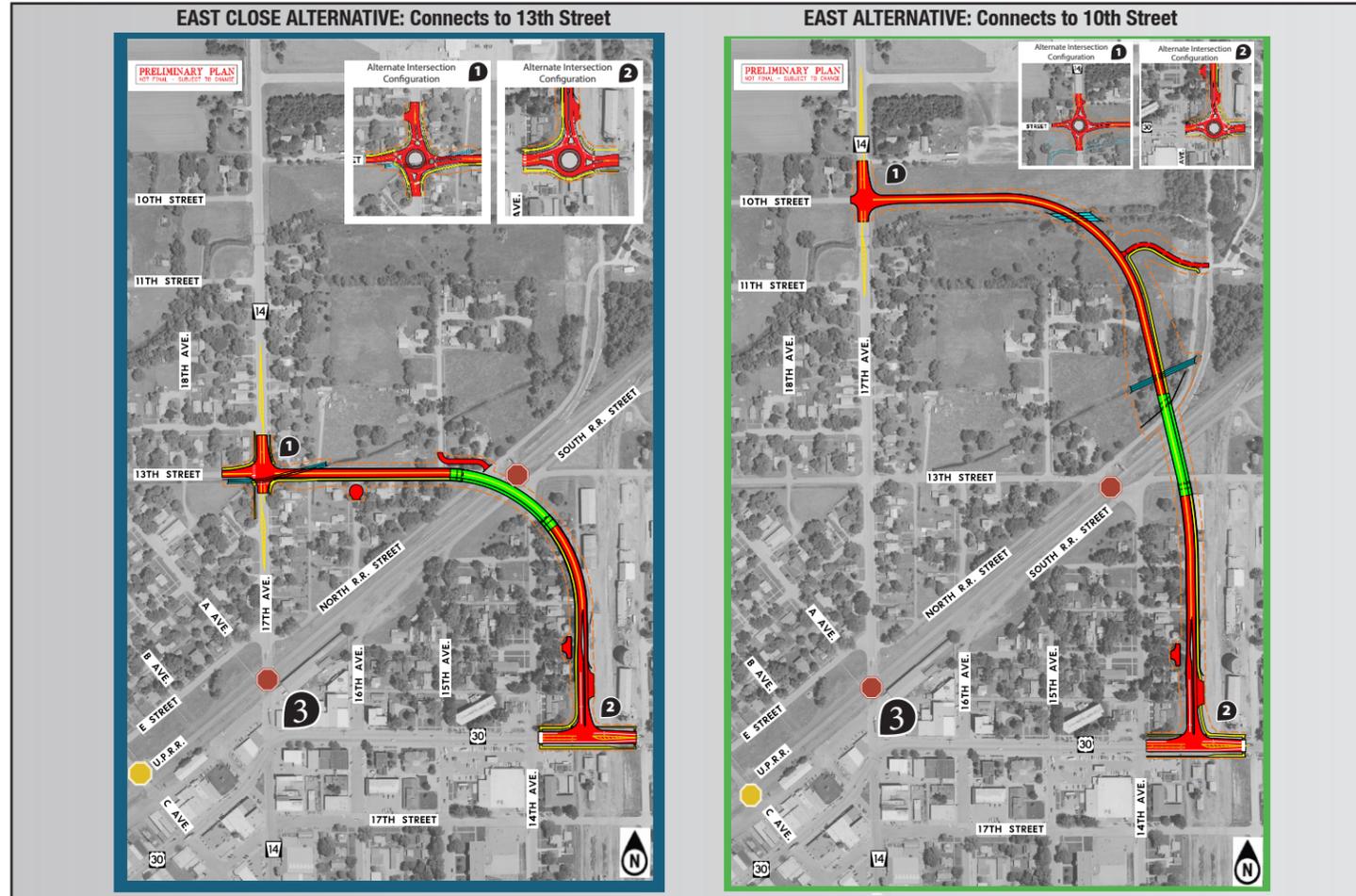


- Building a small diameter roundabout at the intersection of US-30 and N-14
- Building a larger diameter roundabout at the same location
- Relocating the existing N-14/US-30 intersection with a new "T" configuration and signals
- Reconstructing the existing N-14/US-30 intersection with one-way pairs (i.e. northbound would use N-14 and southbound would use C Avenue)
- Relocating N-14 to C Avenue to construct an intersection at US-30 with signals
- Building a larger diameter roundabout shifted to the west of the existing N-14/US-30 intersection.

After consideration of the traffic operations and impacts to local businesses, three of these alternatives have been eliminated and three have been carried forward for further consideration. Those carried forward include the slightly larger diameter roundabout at the existing location of N-14 and US-30, the one-way pairs, and relocating N-14 to C Avenue.

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## VIADUCT ALTERNATIVES CARRIED FORWARD



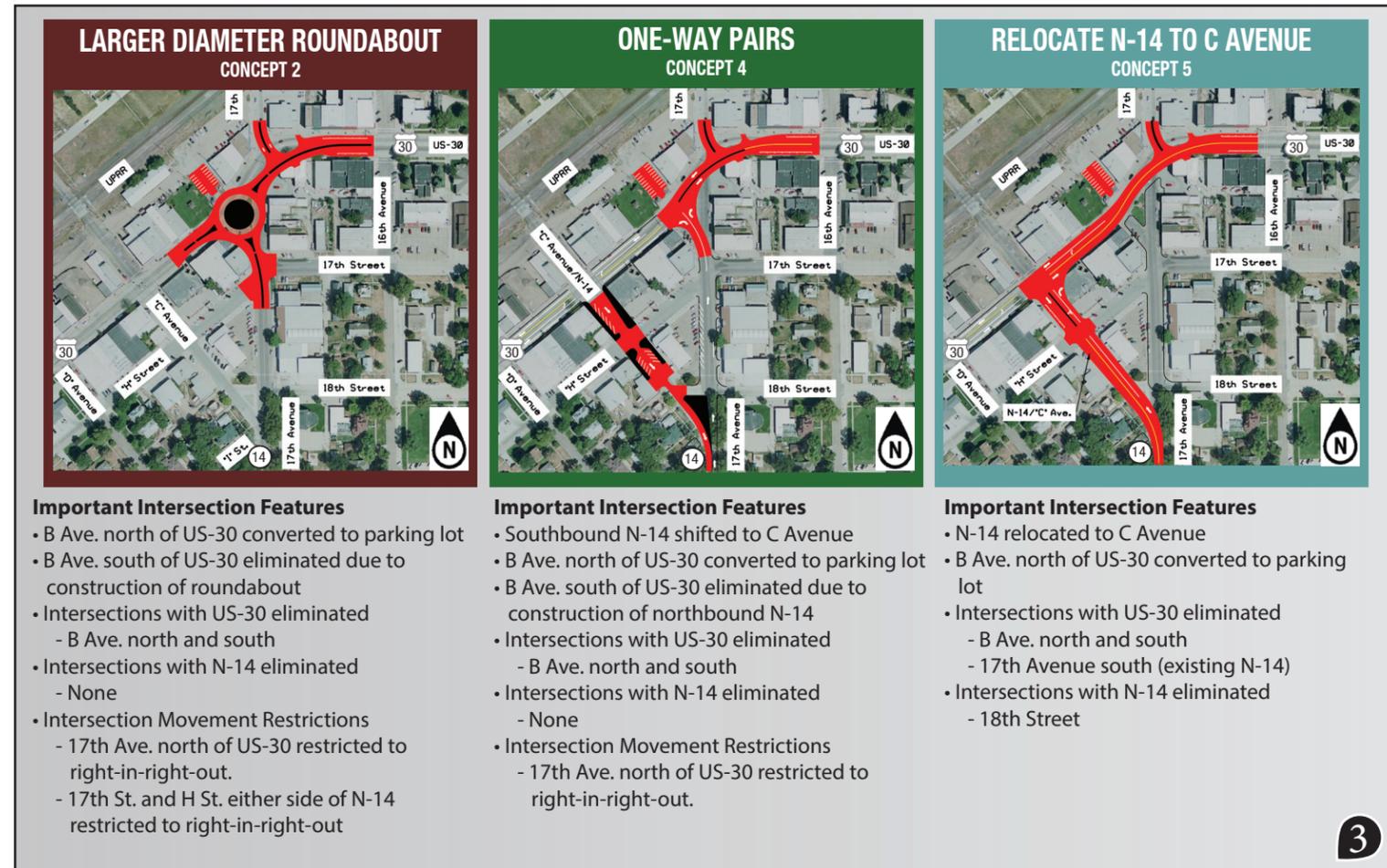
CONSIDERATIONS	NO BUILD	EAST CLOSE Connects to 13th Street	EAST Connects to 10th Street
WETLAND/STREAM IMPACTS (PRELIMINARY)	NONE	0.07 ACRES	0.30 ACRES
HISTORIC PROPERTY IMPACTS (POTENTIAL)	NONE	1 STRUCTURE	NONE
EXISTING PARK IMPACTS	NONE	NONE	NONE
PLANNED PARK IMPACTS	NONE	NONE	NONE
RESIDENTIAL/COMMERCIAL RELOCATIONS	NONE	9-10 RESIDENCES 3-4 BUSINESSES	1-2 RESIDENCES 3-4 BUSINESSES
FLOODPLAIN/FLOODWAY IMPACTS	NONE	MINOR IMPACTS	MINOR IMPACTS
EXISTING TRAIL IMPACTS	NONE	RECONFIGURE NORTH END OF DARK ISLAND TRAIL	RECONFIGURE NORTH END OF DARK ISLAND TRAIL
ACCOMMODATES PLANNED TRAILS/PED OVERPASS	NO	YES	YES
MAJOR UTILITY IMPACTS	NONE	MAY REQUIRE RELOCATION OF SUBSTATION	
HAZARDOUS MATERIALS IMPACTS	NONE	NO MAJOR POTENTIAL SITES AFFECTED	
ELIMINATES N-14 AT GRADE RAILROAD CROSSING	NO	YES	YES
AVERAGE DELAY PER DAY, N-14 RAILROAD CROSSING*	164 MINUTES	DECREASE	DECREASE
N-14 RAILROAD CROSSING EXPOSURE FACTOR**	114,870	DECREASE	DECREASE
LOCAL CIRCULATION BETWEEN PARCELS	NO CHANGE	CHANGES	CHANGES
REGIONAL CONNECTIVITY IMPACTS	NO CHANGE	N-14/US-30 CONNECTION MAINTAINED AT GRADE BUT CHANGES WILL BE REQUIRED AT DOWNTOWN INTERSECTIONS	N-14/US-30 CONNECTION MAINTAINED AT GRADE BUT CHANGES WILL BE REQUIRED AT DOWNTOWN INTERSECTIONS

\* APPROXIMATELY 162 VEHICLES ARE DELAYED EACH DAY FOR APPROXIMATELY 1.02 MINUTES, ASSUMING TRAIN SPEEDS OF 70 MPH. LONGER DELAYS ARE EXPERIENCED DURING SWITCHING, UNLOADING, AND RE-POSITIONING OF TRAINS, AND WHENEVER SPEEDS ARE SLOWER.

\*\* BASED ON 2021 TRAFFIC COUNTS WHICH INDICATE 2735 VEHICLES PER DAY TIMES 42 UPRR TRAINS PER DAY. NOTE THAT 50,000 IS THE MINIMUM EXPOSURE FACTOR TO CONSIDER A VIADUCT.

# Central City Viaduct PUBLIC INFORMATION OPEN HOUSE MEETING

## INTERSECTION ALTERNATIVES CARRIED FORWARD



### Important Intersection Features

- B Ave. north of US-30 converted to parking lot
- B Ave. south of US-30 eliminated due to construction of roundabout
- Intersections with US-30 eliminated
  - B Ave. north and south
- Intersections with N-14 eliminated
  - None
- Intersection Movement Restrictions
  - 17th Ave. north of US-30 restricted to right-in-right-out.
  - 17th St. and H St. either side of N-14 restricted to right-in-right-out

### Important Intersection Features

- Southbound N-14 shifted to C Avenue
- B Ave. north of US-30 converted to parking lot
- B Ave. south of US-30 eliminated due to construction of northbound N-14
- Intersections with US-30 eliminated
  - B Ave. north and south
- Intersections with N-14 eliminated
  - None
- Intersection Movement Restrictions
  - 17th Ave. north of US-30 restricted to right-in-right-out.

### Important Intersection Features

- N-14 relocated to C Avenue
- B Ave. north of US-30 converted to parking lot
- Intersections with US-30 eliminated
  - B Ave. north and south
  - 17th Avenue south (existing N-14)
- Intersections with N-14 eliminated
  - 18th Street

CONSIDERATIONS	NO BUILD	LARGER DIAMETER ROUNDABOUT CONCEPT 2	ONE-WAY PAIRS CONCEPT 4	RELOCATE N-14 TO C AVENUE CONCEPT 5
HISTORIC PROPERTY IMPACTS (POTENTIAL)	NONE	NONE	NONE	NONE
RESIDENTIAL/COMMERCIAL RELOCATIONS	NONE	4-5 BUSINESSES	1-2 BUSINESSES	2-3 BUSINESSES
HAZARDOUS MATERIALS IMPACTS	NONE	NO MAJOR POTENTIAL SITES AFFECTED		
ALLOWS N-14 GRADE CROSSING ELIMINATION	NO	YES	YES	YES
TOTAL AM / PM PEAK HOUR DELAY (VEH/HR) *	20.02	9.93	6.41	7.58**
LOSS OF PARKING	NONE	47 STALLS LOST	29 STALLS LOST	60 STALLS LOST
TRUCK MOBILITY CONCERNS	YES	NO	NO	NO
BICYCLE & PEDESTRIAN MOBILITY	NO CHANGE	MAINTAINED	MAINTAINED	MAINTAINED

\* TOTAL DELAY AT THE US-30/N-14 AND US-30/C AVENUE INTERSECTIONS IN 2046 IF VIADUCT IS BUILT TO THE EAST

\*\* WITH THIS CONCEPT, THE VALUE REPRESENTS THE DELAY AT ONE INTERSECTION. FOR OTHER CONCEPTS AND NO-BUILD, THE VALUE REPRESENTS TWO INTERSECTIONS

Visit [ndot.info/42013](http://ndot.info/42013) to view additional information on eliminated alternatives, environmental resources, and other project details.