

# PUBLIC INFORMATION OPEN HOUSE MEETING CENTRAL CITY VIADUCT

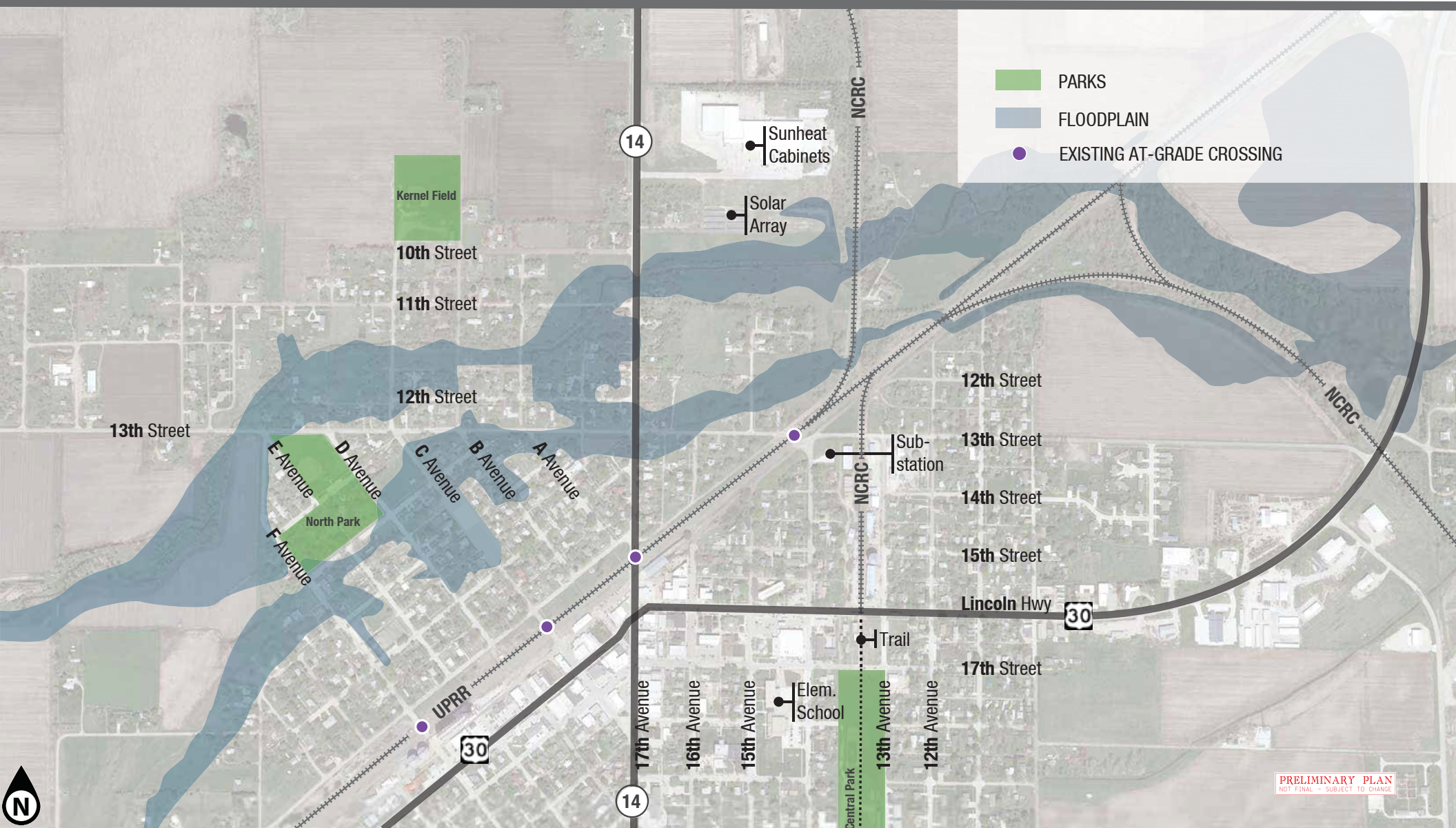
RRZ-TMT-14-2(123) CENTRAL CITY VIADUCT; C.N. 42013

# WELCOME!

Please Sign-In

# LOCATION MAP

RRZ-TMT-14-2(123) Central City Viaduct; CN: 42013



PRELIMINARY PLAN  
NOT FINAL - SUBJECT TO CHANGE

# PUBLIC INFORMATION OPEN HOUSE MEETING CENTRAL CITY VIADUCT

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

## Purpose and Need

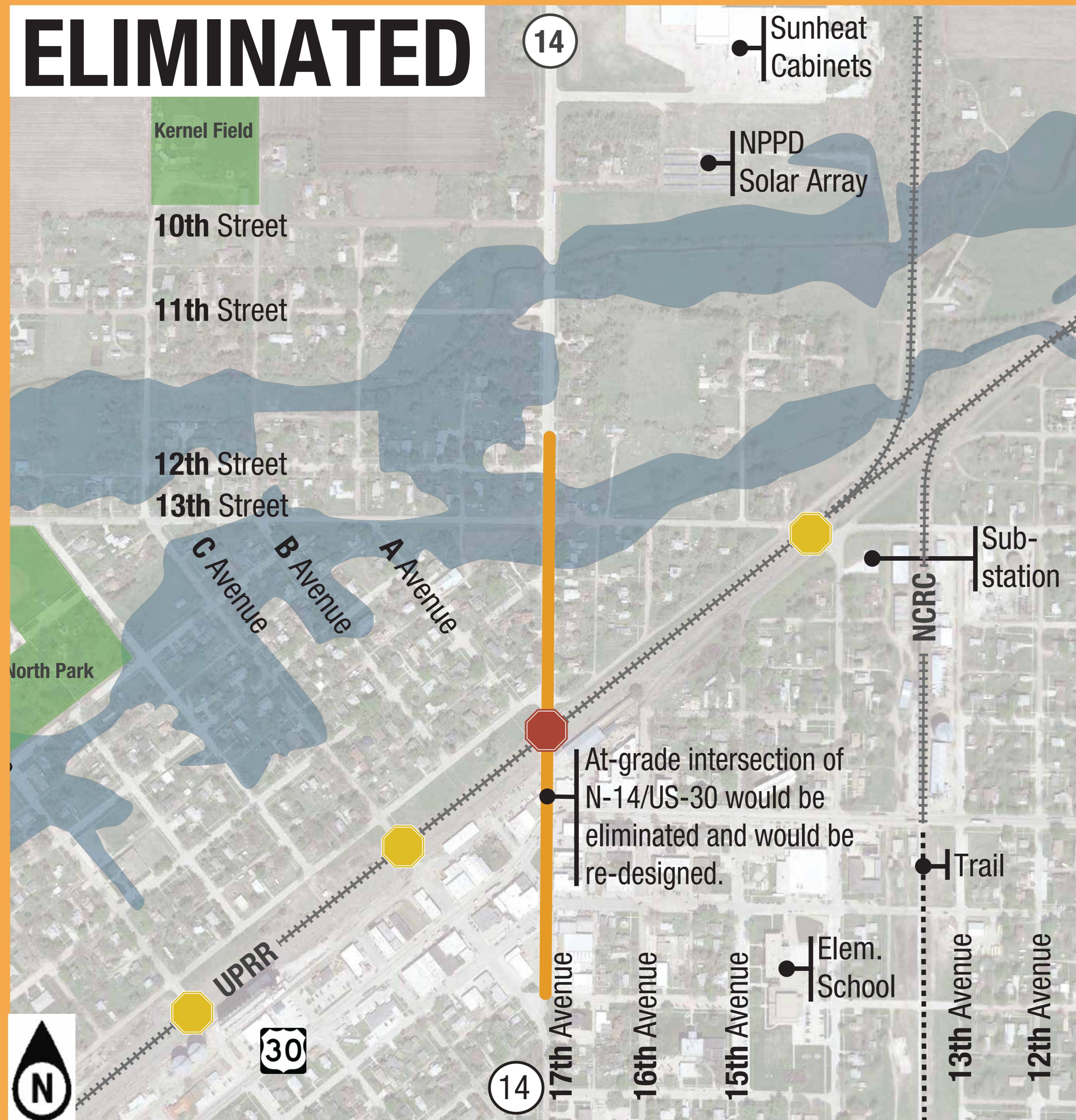
- Reduce vehicle/train interactions and delays at the at-grade highway crossing of N-14 and the Union Pacific Railroad (UPRR) railroad tracks
- Improve connectivity and mobility within and through Central City
  - Improve pedestrian and bicycle connectivity across railroad tracks
  - Address existing safety problems at the US-30 and N-14 intersection

# VIADUCT ALTERNATIVES\* CONSIDERED BUT ELIMINATED

RRZ-TMT-14-2(123) Central City Viaduct; CN: 42013

## ON ALIGNMENT

### ELIMINATED

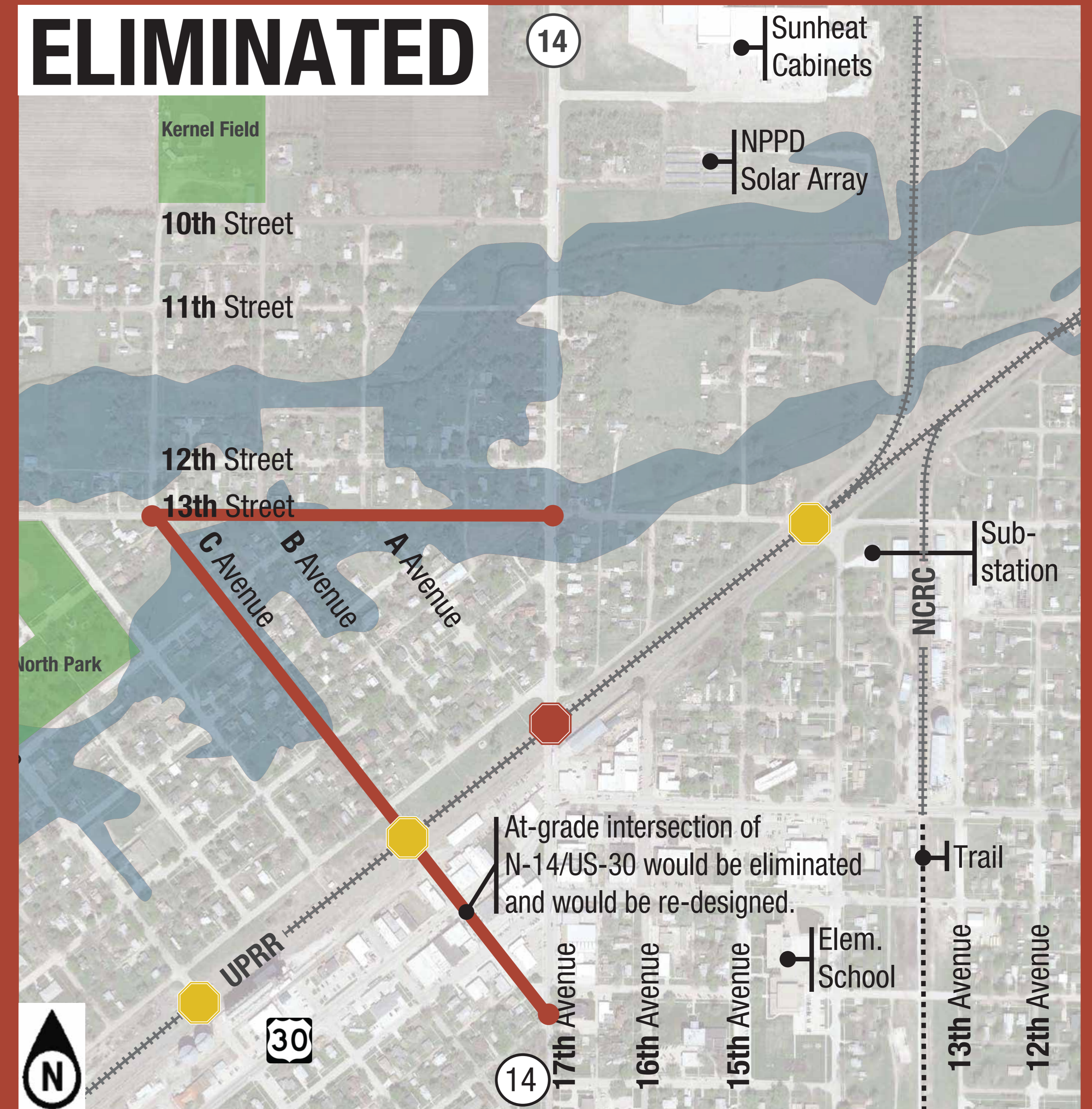


THIS ALTERNATIVE WAS REMOVED FROM CONSIDERATION DUE TO HIGHER IMPACTS AND ANTICIPATED RELOCATIONS OF RESIDENCES AND BUSINESSES.

## WEST ALIGNMENT

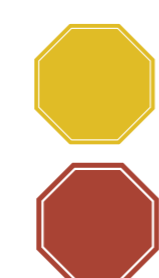
Connects to 13th Street

### ELIMINATED



THIS ALTERNATIVE WAS REMOVED FROM CONSIDERATION IN JANUARY 2017 AFTER PUBLIC INPUT IN NOVEMBER 2016.

\*AS PRESENTED IN 2016



CROSSING POTENTIALLY TO BE CLOSED



CROSSING LIKELY TO BE CLOSED

PARKS

FLOODPLAIN

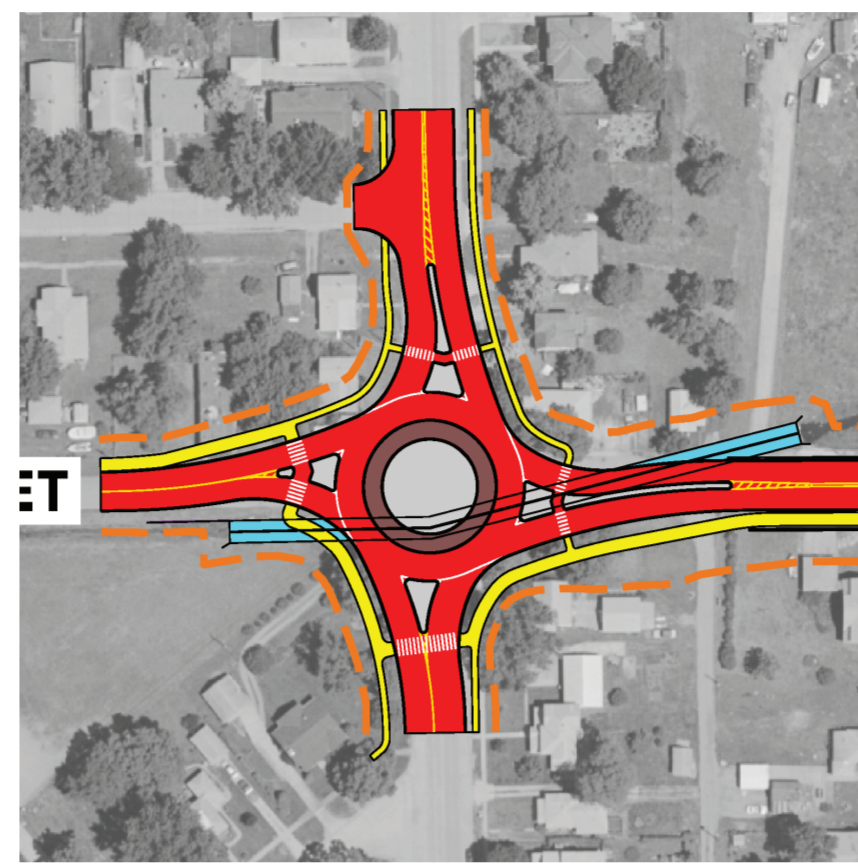


# VIADUCT ALTERNATIVES UNDER FURTHER CONSIDERATION EAST CLOSE - CONNECTS TO 13TH STREET

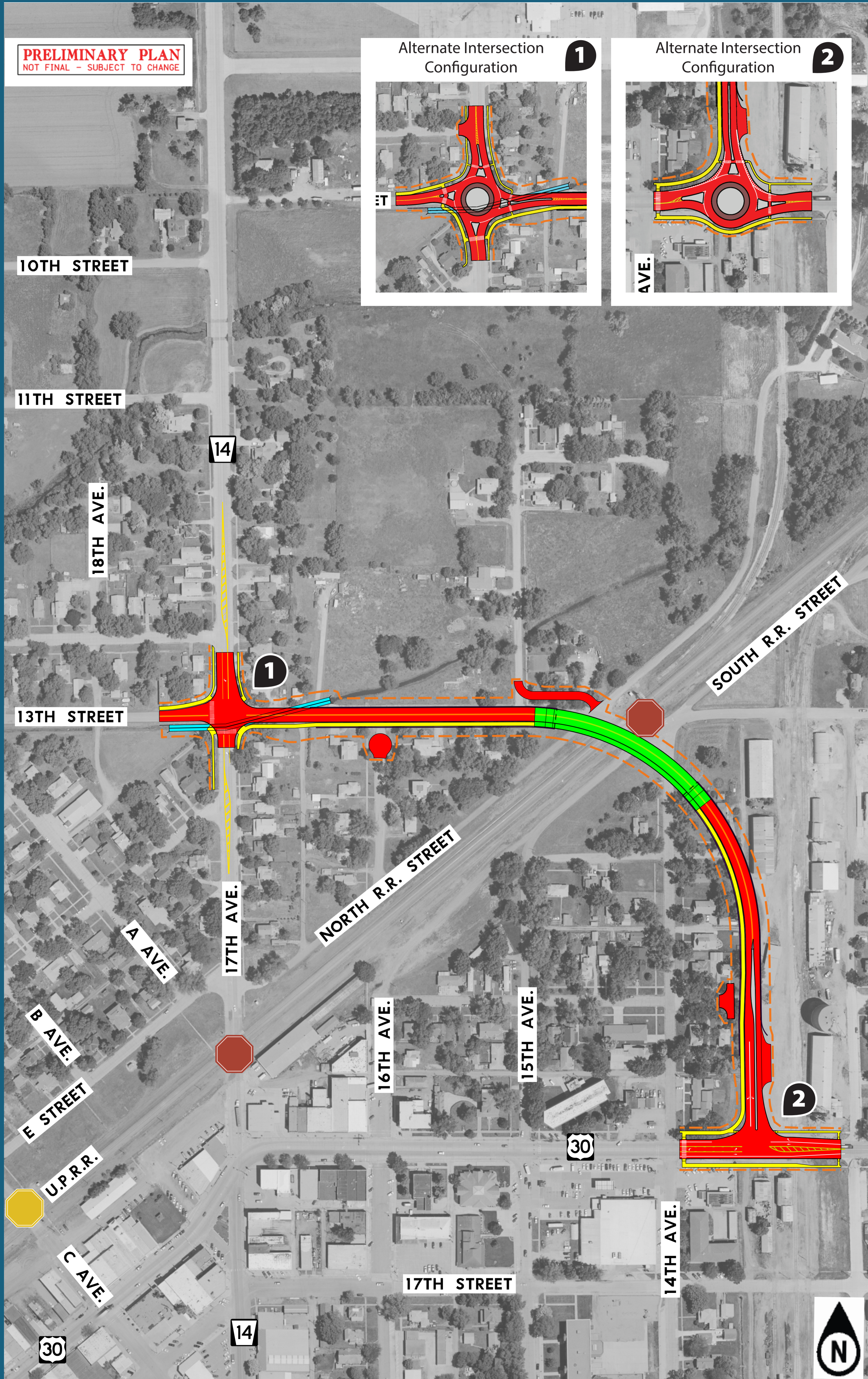
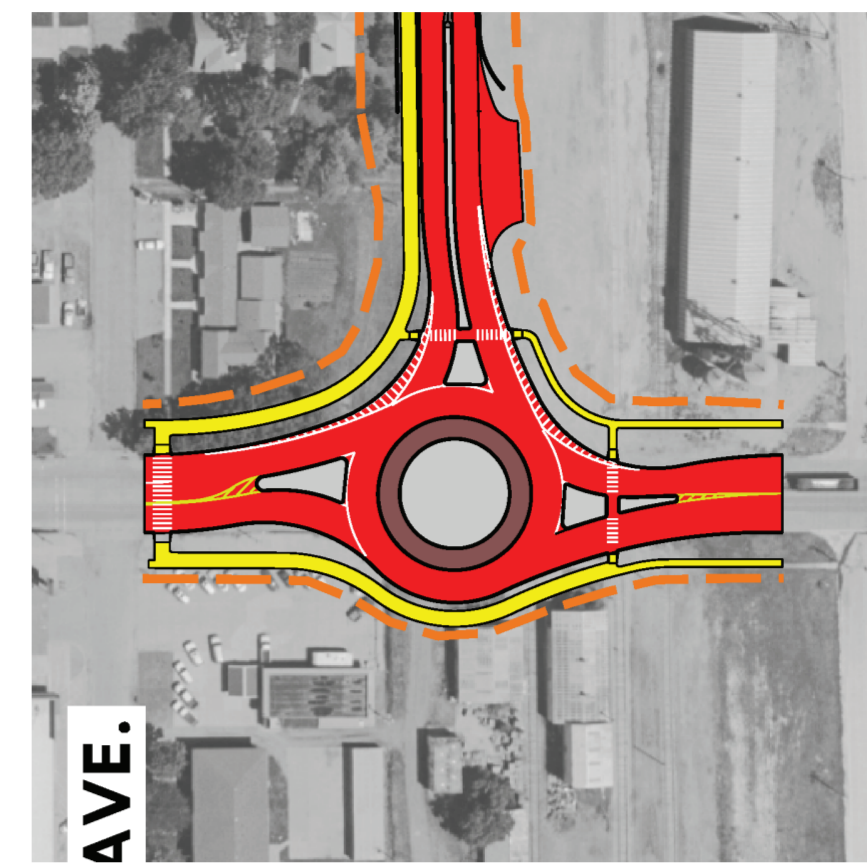
RRZ-TMT-14-2(123) Central City Viaduct; CN: 42013




**PRELIMINARY PLAN**  
NOT FINAL - SUBJECT TO CHANGE

Alternate Intersection Configuration **1**



Alternate Intersection Configuration **2**



-  CROSSING POTENTIALLY TO BE CLOSED
-  CROSSING TO BE CLOSED
-  AREA OF POTENTIAL IMPACTS



# PRELIMINARY COMPARISON OF VIADUCT ALTERNATIVES

RRZ-TMT-14-2(123) Central City Viaduct; CN: 42013

CONSIDERATIONS	NO BUILD	ON ALIGNMENT	EAST CLOSE Connects to 13th Street	EAST Connects to 10th Street	WEST Uses C Avenue
WETLAND/STREAM IMPACTS (PRELIMINARY)	NONE	0.07 ACRES	0.07 ACRES	0.30 ACRES	The West Alternative was dropped in January 2017 after public input in November 2016, and was not further evaluated for additional impacts in greater detail.
HISTORIC PROPERTY IMPACTS (POTENTIAL)	NONE	2 STRUCTURES	1 STRUCTURE	NONE	
EXISTING PARK IMPACTS	NONE	NONE	NONE	NONE	
PLANNED PARK IMPACTS	NONE	NONE	NONE	NONE	
RESIDENTIAL/COMMERCIAL RELOCATIONS	NONE	13-15 RESIDENCES 14-16 BUSINESSES	9-10 RESIDENCES 3-4 BUSINESSES	1-2 RESIDENCES 3-4 BUSINESSES	
FLOODPLAIN/FLOODWAY IMPACTS	NONE	MINOR IMPACTS	MINOR IMPACTS	MINOR IMPACTS	
EXISTING TRAIL IMPACTS	NONE	NONE	RECONFIGURE NORTH END OF DARK ISLAND TRAIL	RECONFIGURE NORTH END OF DARK ISLAND TRAIL	
ACCOMMODATES PLANNED TRAILS/PED OVERPASS	NO	YES	YES	YES	
MAJOR UTILITY IMPACTS	NONE	MODERATE	MAY REQUIRE RELOCATION OF SUBSTATION		
HAZARDOUS MATERIALS IMPACTS	NONE	NO MAJOR POTENTIAL HAZARDOUS MATERIALS SITES AFFECTED			
ELIMINATES N-14 AT GRADE RAILROAD CROSSING	NO	YES	YES	YES	
AVERAGE DELAY PER DAY, N-14 RAILROAD CROSSING*	164 MINUTES	DECREASE	DECREASE	DECREASE	
N-14 RAILROAD CROSSING EXPOSURE FACTOR**	114,870	DECREASE	DECREASE	DECREASE	
LOCAL CIRCULATION BETWEEN PARCELS	NO CHANGE	CHANGES	CHANGES	CHANGES	
REGIONAL CONNECTIVITY IMPACTS	NO CHANGE	N-14/US-30 CONNECTION AT GRADE REMOVED AND RECONFIGURED WITH LOOP	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.

**ALTERNATIVES UNDER FURTHER CONSIDERATION**

# INTERSECTION ALTERNATIVES CONSIDERED BUT ELIMINATED

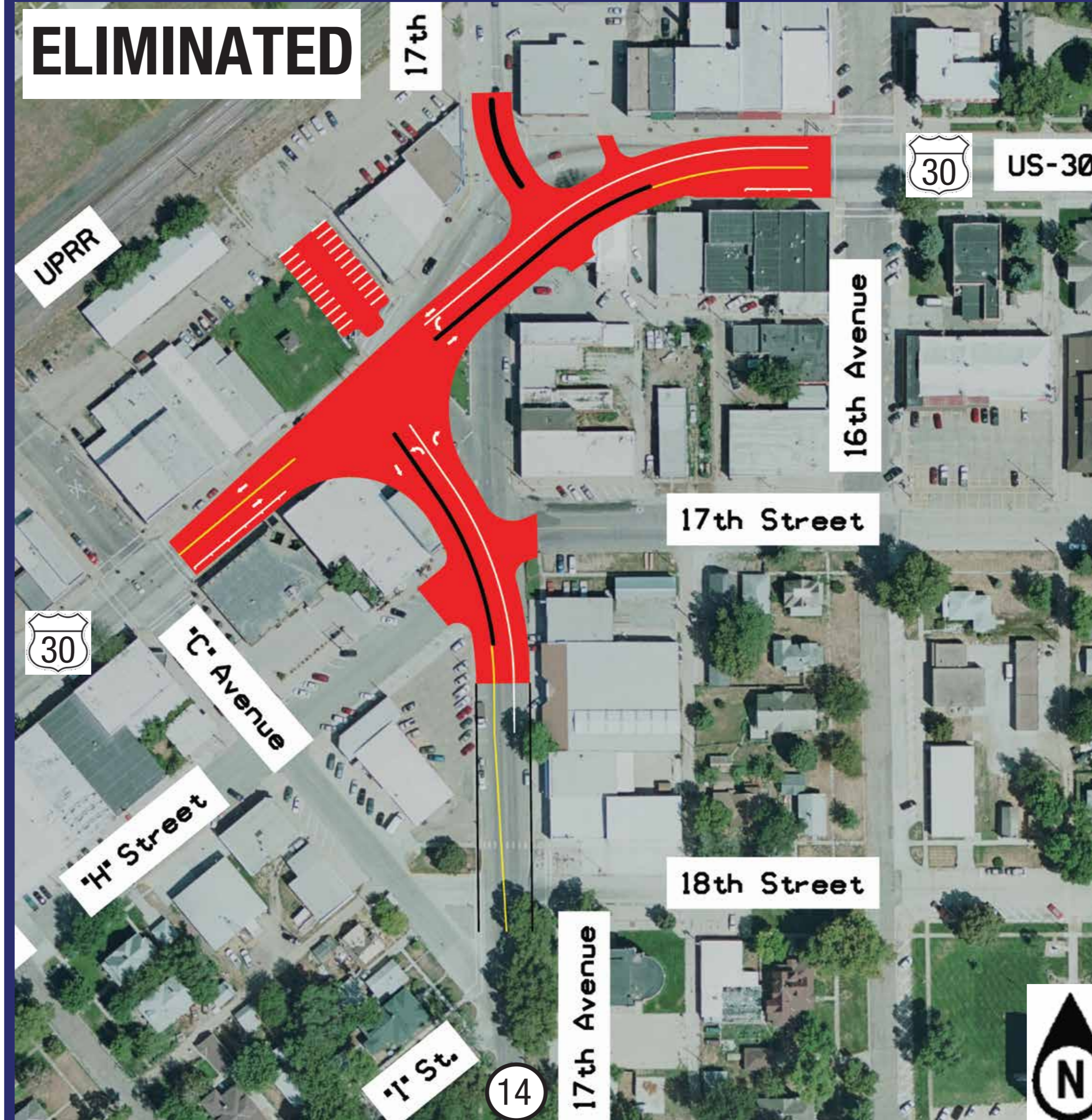
RRZ-TMT-14-2(123) Central City Viaduct; CN: 42013

## MINIMAL DIAMETER ROUNDABOUT CONCEPT 1



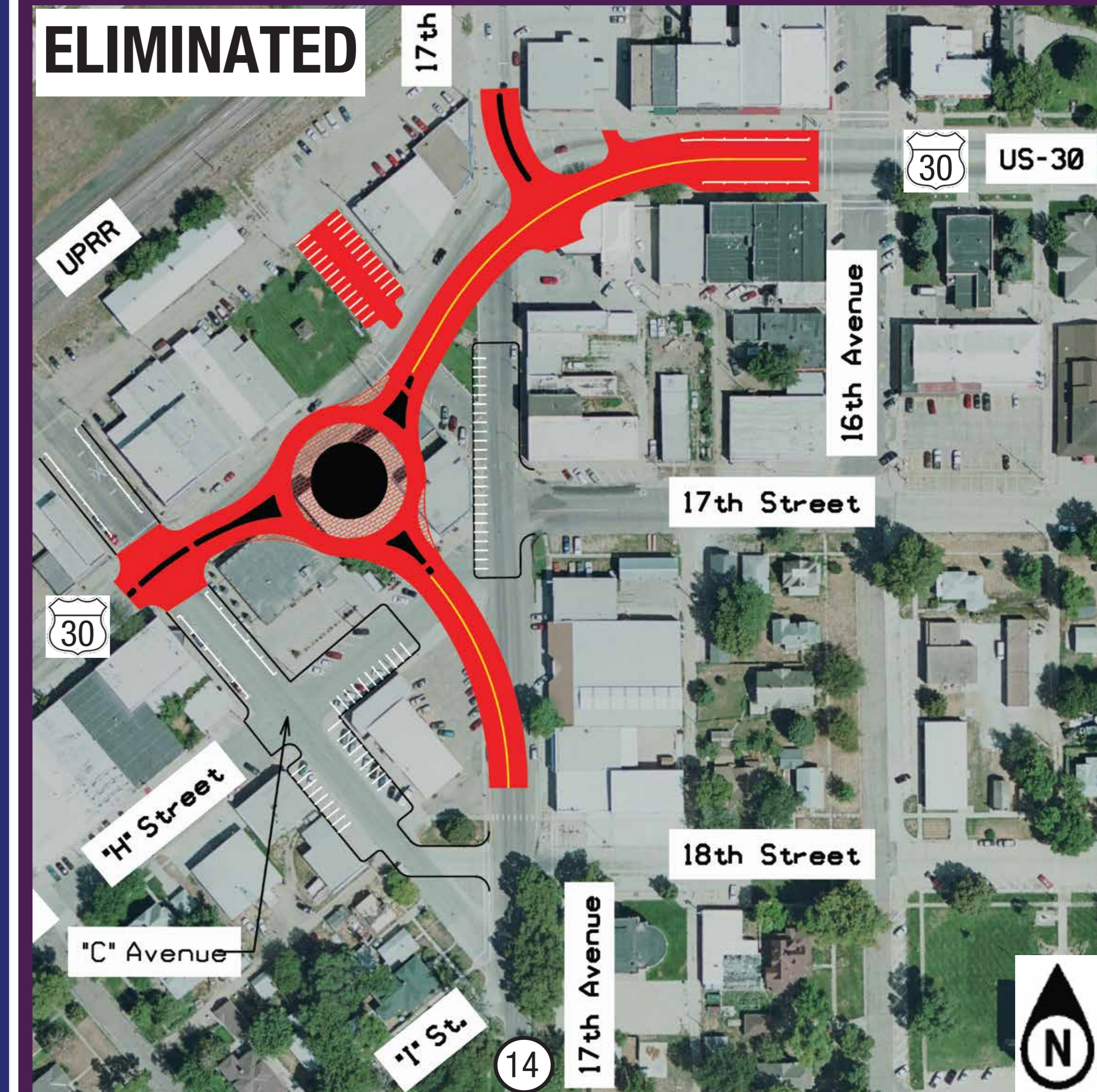
THIS ALTERNATIVE WAS REMOVED FROM CONSIDERATION BECAUSE IT HAS A LESS THAN DESIRABLE TURNING RADIUS.

## RELOCATED SIGNALIZED INTERSECTION CONCEPT 3



THIS ALTERNATIVE WAS REMOVED FROM CONSIDERATION BECAUSE IT IMPACTS MORE BUSINESSES AND CREATES A HIGHER LOSS OF PARKING STALLS.

## LARGER ROUNDABOUT BETWEEN B & C AVE CONCEPT 6



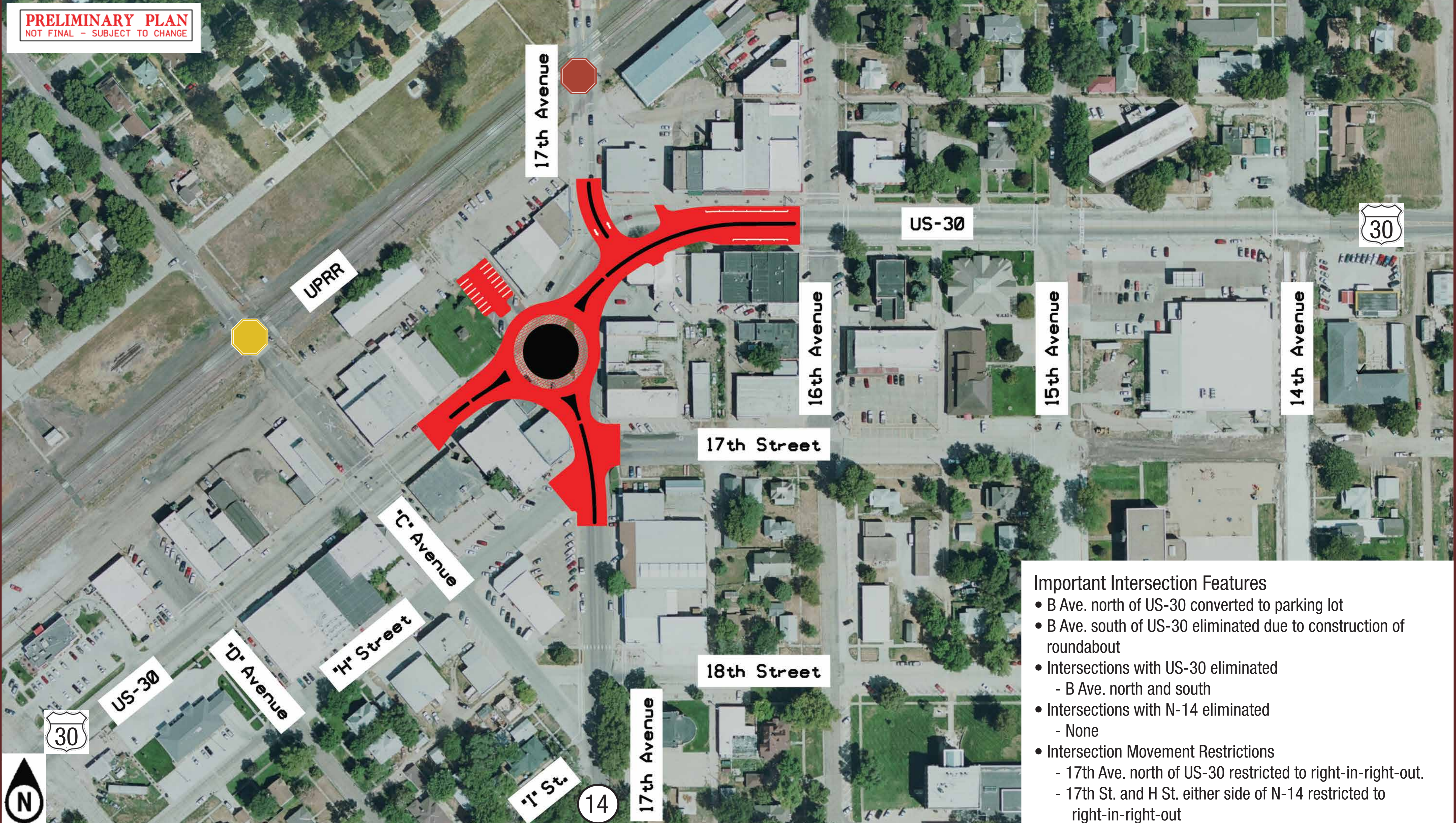
THIS ALTERNATIVE WAS REMOVED FROM CONSIDERATION BECAUSE IT IMPACTS MORE BUSINESSES AND CREATES A HIGHER LOSS OF PARKING STALLS.



# INTERSECTION ALTERNATIVES UNDER FURTHER CONSIDERATION

## LARGER DIAMETER ROUNDABOUT - CONCEPT 2

RRZ-TMT-14-2(123) Central City Viaduct; CN: 42013

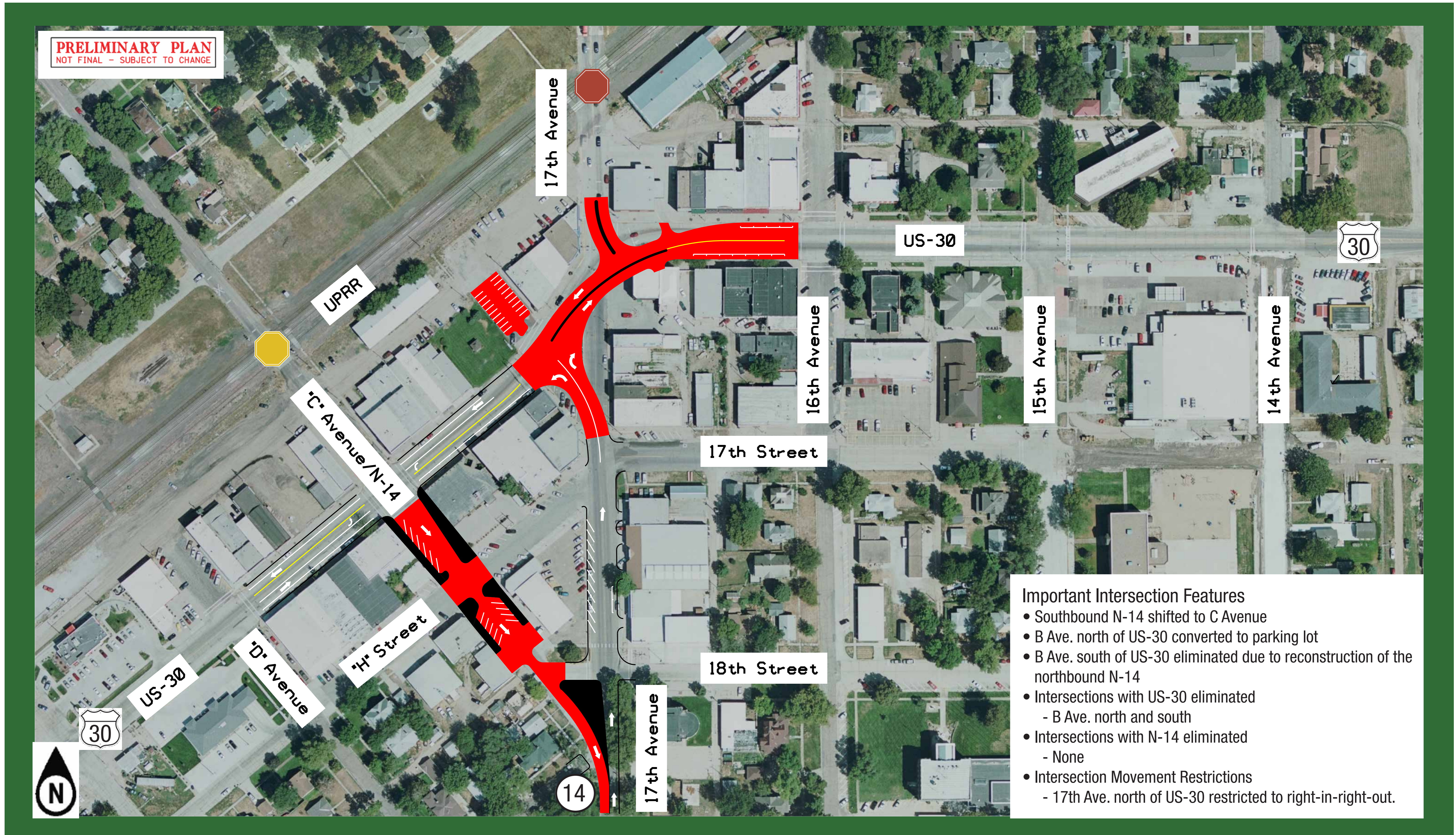


- CROSSING POTENTIALLY TO BE CLOSED
- CROSSING TO BE CLOSED

# INTERSECTION ALTERNATIVES UNDER FURTHER CONSIDERATION



## ONE-WAY PAIRS - CONCEPT 4

RRZ-TMT-14-2(123) Central City Viaduct; CN: 42013



### Important Intersection Features

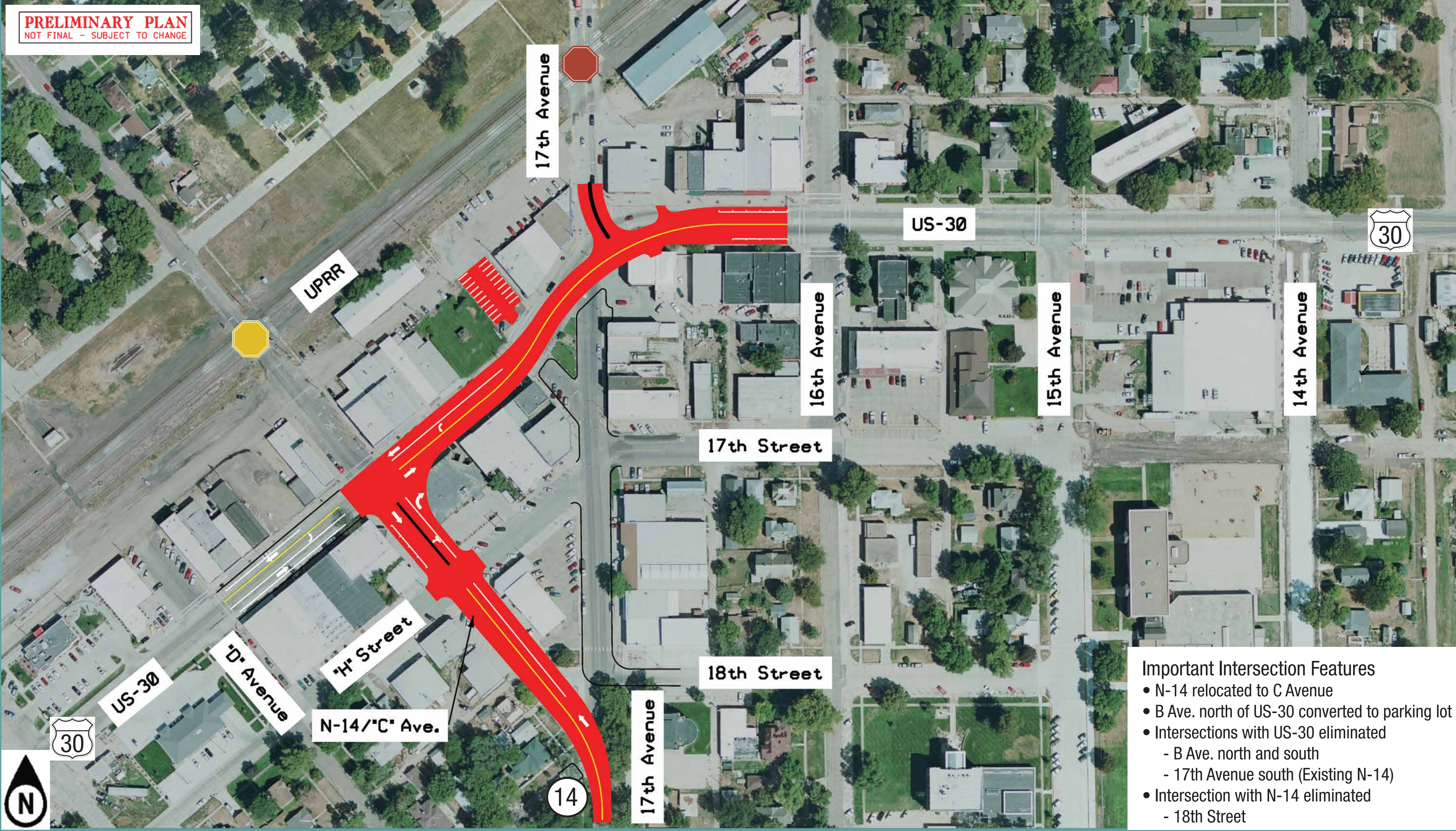
- Southbound N-14 shifted to C Avenue
- B Ave. north of US-30 converted to parking lot
- B Ave. south of US-30 eliminated due to reconstruction of the northbound N-14
- Intersections with US-30 eliminated
  - B Ave. north and south
- Intersections with N-14 eliminated
  - None
- Intersection Movement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

-  CROSSING POTENTIALLY TO BE CLOSED
-  CROSSING TO BE CLOSED

# INTERSECTION ALTERNATIVES UNDER FURTHER CONSIDERATION



## RELOCATE N-14 TO C AVENUE - CONCEPT 5

RRZ-TMT-14-2(123) Central City Viaduct; CN: 42013



**PRELIMINARY PLAN**  
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- 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)
  - Intersection with N-14 eliminated
    - 18th Street

-  CROSSING POTENTIALLY TO BE CLOSED
-  CROSSING TO BE CLOSED

# PRELIMINARY COMPARISON OF INTERSECTION ALTERNATIVES

RRZ-TMT-14-2(123) Central City Viaduct; CN: 42013

CONSIDERATIONS	NO BUILD	MINIMAL DIAMETER ROUNDABOUT CONCEPT 1	LARGER DIAMETER ROUNDABOUT CONCEPT 2	RELOCATED SIGNALIZED INTERSECTION CONCEPT 3	ONE-WAY PAIRS CONCEPT 4	RELOCATE N-14 TO C AVENUE CONCEPT 5	LARGER ROUNDABOUT BETWEEN B & C AVE CONCEPT 6
HISTORIC PROPERTY IMPACTS (POTENTIAL)	NONE	NONE	NONE	NONE	NONE	NONE	NONE
RESIDENTIAL/COMMERCIAL RELOCATIONS	NONE	1-2 BUSINESSES	4-5 BUSINESSES	6-7 BUSINESSES	1-2 BUSINESSES	2-3 BUSINESSES	8-9 BUSINESSES
HAZARDOUS MATERIALS IMPACTS	NONE	NO MAJOR POTENTIAL HAZARDOUS MATERIALS SITES AFFECTED BY ANY ALTERNATIVE					
ALLOWS N-14 GRADE CROSSING ELIMINATION	NO	YES	YES	YES	YES	YES	YES
TOTAL AM / PM PEAK HOUR DELAY (VEH/HR) *	20.02	9.96	9.93	8.38	6.41	7.58**	8.79
LOSS OF PARKING	NONE	33 STALLS LOST	47 STALLS LOST	60 STALLS LOST	29 STALLS LOST	60 STALLS LOST	45 STALLS LOST
TRUCK MOBILITY CONCERNS	YES	LESS THAN DESIRABLE TURNING RADIUS	NO	NO	NO	NO	NO
BICYCLE & PEDESTRIAN MOBILITY	NO CHANGE	MAINTAINED	MAINTAINED	MAINTAINED	MAINTAINED	MAINTAINED	MAINTAINED
		<b>Important Intersection Features</b> <ul style="list-style-type: none"> <li>B Ave. north of US-30 converted to parking lot</li> <li>B Ave. south of US-30 eliminated due to construction of roundabout</li> <li>Intersections with US-30 eliminated - B Ave. north and south</li> <li>Intersections with N-14 eliminated - None</li> <li>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</li> </ul>	<b>Important Intersection Features</b> <ul style="list-style-type: none"> <li>B Ave. north of US-30 converted to parking lot</li> <li>B Ave. south of US-30 eliminated due to construction of roundabout</li> <li>Intersections with US-30 eliminated - B Ave. north and south</li> <li>Intersections with N-14 eliminated - None</li> <li>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</li> </ul>	<b>Important Intersection Features</b> <ul style="list-style-type: none"> <li>B Ave. north of US-30 converted to parking lot</li> <li>B Ave. south of US-30 eliminated due to construction of new intersection</li> <li>Intersections Eliminated with US-30 - B Ave. north and south</li> <li>Intersections with N-14 eliminated - None</li> <li>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.</li> </ul>	<b>Important Intersection Features</b> <ul style="list-style-type: none"> <li>Southbound N-14 shifted to C Avenue</li> <li>B Ave. north of US-30 converted to parking lot</li> <li>B Ave. south of US-30 eliminated due to construction of northbound N-14</li> <li>Intersections with US-30 eliminated - B Ave. north and south</li> <li>Intersections with N-14 eliminated - None</li> <li>Intersection Movement Restrictions - 17th Ave. north of US-30 restricted to right-in-right-out.</li> </ul>	<b>Important Intersection Features</b> <ul style="list-style-type: none"> <li>N-14 relocated to C Avenue</li> <li>B Ave. north of US-30 converted to parking lot</li> <li>Intersections with US-30 eliminated - B Ave. north and south</li> <li>Intersections with N-14 eliminated - 17th Avenue south (existing N-14) - 18th Street</li> </ul>	<b>Important Intersection Features</b> <ul style="list-style-type: none"> <li>B Ave. north of US-30 converted to parking lot</li> <li>B Ave. south of US-30 eliminated due to reconstruction of the east leg of roundabout</li> <li>Intersections with US-30 eliminated - B Ave. north and south</li> <li>Intersections with N-14 eliminated - H Street - 17th Street</li> <li>Intersection Movement Restrictions - C Avenue restricted to right-in-right-out.</li> </ul>

**ALTERNATIVES UNDER FURTHER CONSIDERATION**

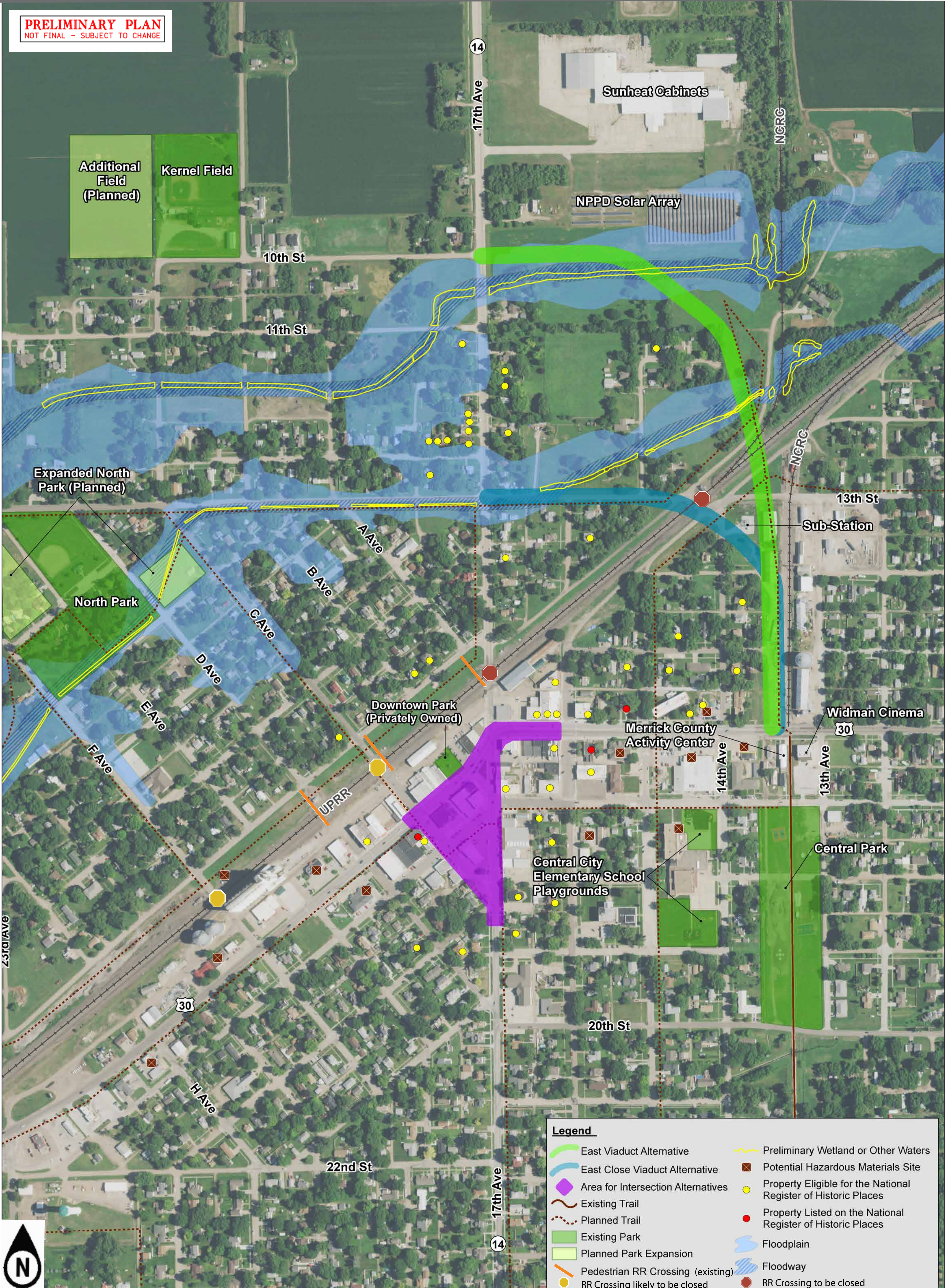
\* TOTAL DELAY AT THE US-30/N-14 AND US-30/C AVENUE INTERSECTIONS IN 2046 IF VIADUCT IS BUILT TO THE EAST

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

# ENVIRONMENTAL RESOURCES

RRZ-TMT-14-2(123) Central City Viaduct; CN: 42013

**PRELIMINARY PLAN**  
NOT FINAL - SUBJECT TO CHANGE



### Legend

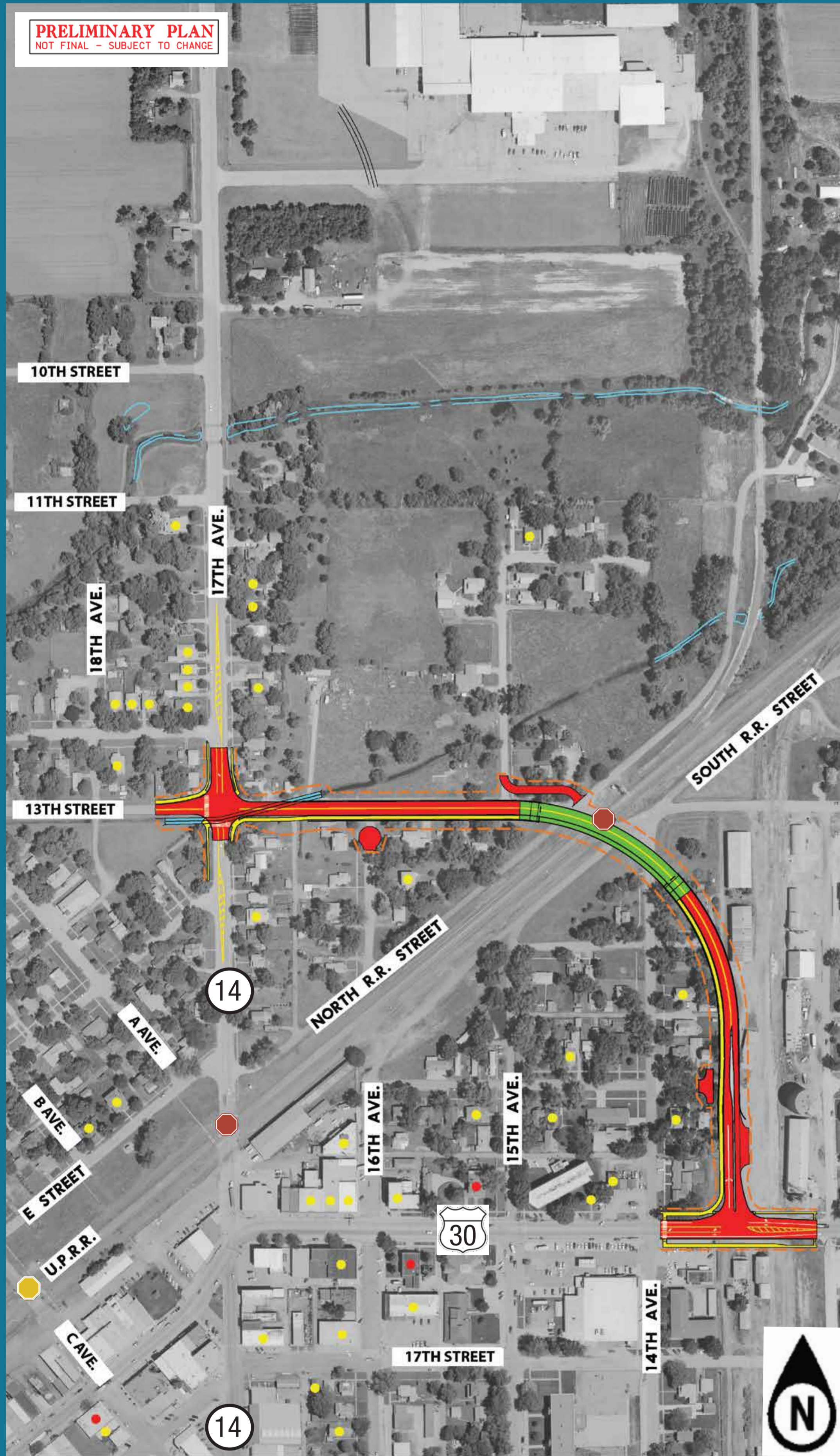
- |                                    |  |
|------------------------------------|--|
| East Viaduct Alternative           | Preliminary Wetland or Other Waters                            |
| East Close Viaduct Alternative     | Potential Hazardous Materials Site                             |
| Area for Intersection Alternatives | Property Eligible for the National Register of Historic Places |
| Existing Trail                     | Property Listed on the National Register of Historic Places    |
| Planned Trail                      | Floodplain   |
| Existing Park                      | Floodway   |
| Planned Park Expansion             | Pedestrian RR Crossing (existing)                              |
| Pedestrian RR Crossing (existing)  | RR Crossing likely to be closed                                |
| RR Crossing likely to be closed    | RR Crossing to be closed                                       |



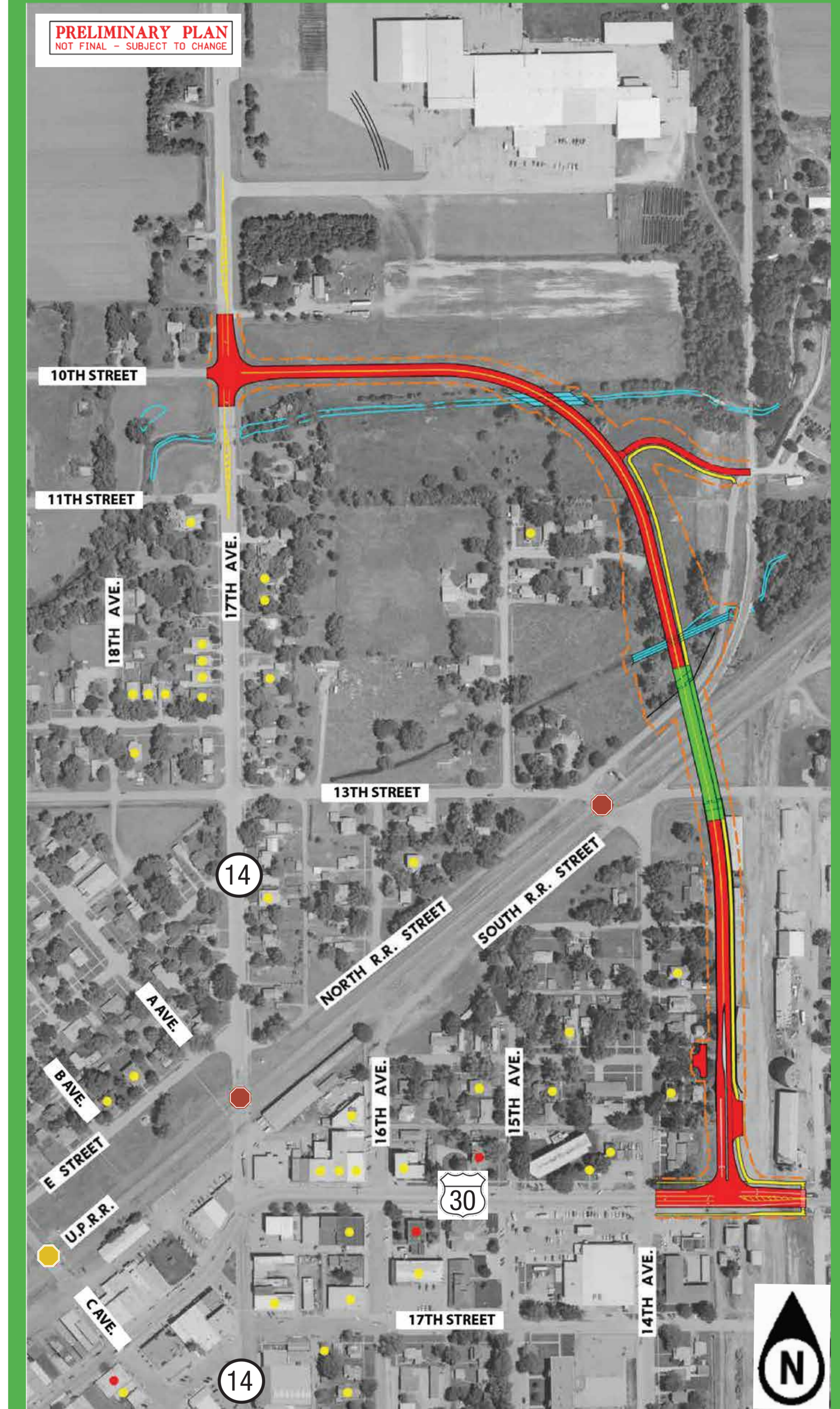
# HISTORIC RESOURCES: VIADUCT ALTERNATIVES

RRZ-TMT-14-2(123) Central City Viaduct; CN: 42013

## EAST CLOSE Connects to 13th Street



## EAST Connects to 10th Street



- PROPERTY ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES
- PROPERTY LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES
- CROSSING POTENTIALLY TO BE CLOSED
- CROSSING TO BE CLOSED

# HISTORIC RESOURCES: INTERSECTION ALTERNATIVES

RRZ-TMT-14-2(123); Central City Viaduct; CN: 42013

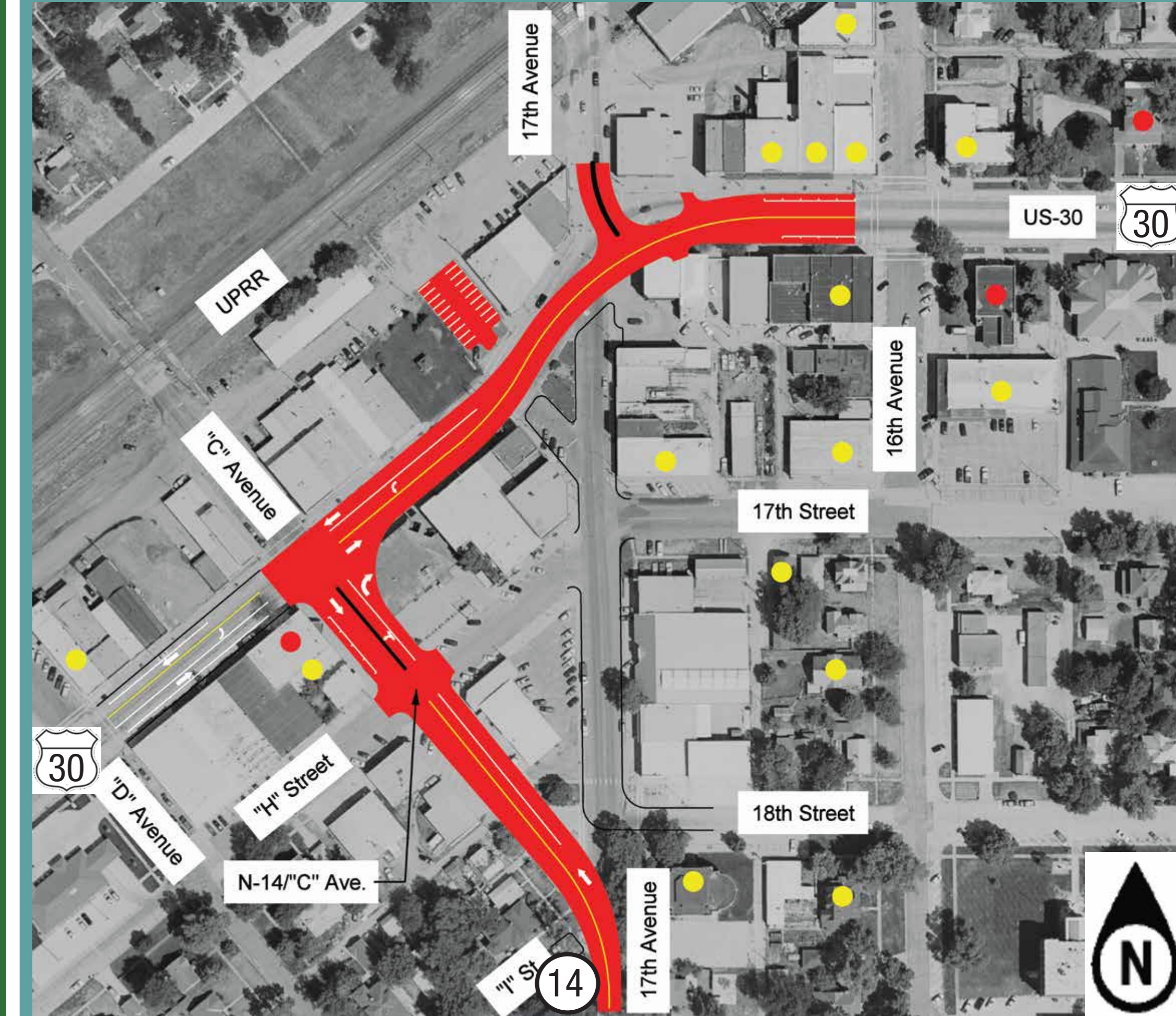
## LARGER DIAMETER ROUNDABOUT CONCEPT 2



## ONE-WAY PAIRS CONCEPT 4



## RELOCATE N-14 TO C AVENUE CONCEPT 5



- PROPERTY ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES
- PROPERTY LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES