

Central City Viaduct

Project Number: RRZ-TMT-14-2(123)

Control Number: 42013

Final Environmental Assessment - Errata

This Final Environmental Assessment has been prepared in accordance with provisions and requirements of 23 Code of Federal Regulations 771 and 774, relating to the implementation of the National Environmental Policy Act of 1969. The signatures below indicate verification that the content of the attached document/errata sheet accurately reflects the scope of this project.

**RICHARD W
FEDORA**

Digitally signed by RICHARD W
FEDORA
Date: 2025.05.09 10:07:09 -05'00'

for



5/9/2025

Date

A handwritten signature in black ink, appearing to read "Kyle G. Keller".

for
Project Sponsor



4/30/2025

Date

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Federal Highway Administration

Finding of No Significant Impact

for

Project Number: RRZ-TMT-14-2(123)
Control Number: 42013

Central City Viaduct

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment or natural environment. This Finding of No Significant Impact (FONSI) is based on the enclosed Final Environmental Assessment, which has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, scope, and content of the attached Final Environmental Assessment.

5/9/2025

Date

RICHARD W
FEDORA

Division Administrator

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Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ACM	Asbestos Containing Material
APE	Area of Potential Effects
AST	Aboveground Storage Tanks
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
dBA	A-weighted decibel
DHHS	Department of Health and Human Services
DOT	Department of Transportation
EA	Environmental Assessment
EO	Executive Order
EPA	US Environmental Protection Agency
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
HMR	Hazardous Materials Review
HPM	Highway Project Manager
HSPP	Highway Salvage Paleontology Program
LEP	Limited English Proficiency
MM	Mile Marker
NDEE	Nebraska Department of Environment and Energy
NDOT	Nebraska Department of Transportation
NEPA	National Environmental Policy Act of 1969
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NGPC	Nebraska Game and Parks Commission
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
PM	Project Manager
RDM	NDOT Roadway Design Manual
ROW	Right-Of-Way
SFM	Nebraska State Fire Marshal
SHPO	Nebraska State Historic Preservation Office

SVE	Soil Vapor Extraction
SWPPP	Stormwater Pollution Prevention Plan
TNM	Traffic Noise Model
Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
US	United States
USACE	US Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USFWS	US Fish and Wildlife Service
UST	Underground Storage Tank
UWAP	Unexpected Waste Action Plan

Chapter 1 Introduction

A Draft Environmental Assessment (EA) for the above-referenced project was submitted by the Nebraska Department of Transportation (NDOT) to the Federal Highway Administration (FHWA) and was signed and approved by FHWA on November 15, 2024. The Draft EA was made available at the following locations for review for a 30-day public comment period, which began on November 28, 2024, and ended on January 7, 2025:

- NDOT Headquarters (1500 Nebraska Parkway, Lincoln, NE)
- FHWA Nebraska Division (100 Centennial Mall North, Lincoln, NE)
- NDOT District 4 Headquarters (211 North Tilden St, Grand Island, NE)
- Central City Public Library (1604 15th Ave., Central City, NE)

In addition, an electronic version of the Draft EA was available for review on the NDOT website at <https://dot.nebraska.gov/projects/environment/environmental-documents/>. Resource agencies, stakeholders, and other members of the public were notified via public notice and targeted mailer of the availability of the Draft EA and the public hearing. The public notification involved mailing a postcard with a project location map (in both English and Spanish) to a compiled distribution list of 512 property owners adjacent to the project location, as well as potentially interested parties. Additionally, 84 public and private agencies with potential interest in the project were included in the distribution list, including the Nebraska Trucking Association. A legal notice was placed in a Nebraska Press Association (NPA) recognized newspaper, *The Central City Republican-Nonpareil* on November 28, 2024. Due to a minor text edit of the legal notice, a revised legal notice was placed in *The Central City Republican-Nonpareil* on December 5, 2024. A legal notice in Spanish was also placed in the online newspaper and Facebook of Buenos Dias Nebraska on December 14, 2024. Project information was added to NDOT's website at ndot.info/42013.

The public hearing was held at Central City High School and Middle School in Central City, Nebraska on December 18, 2024, from 5:30 – 7:30 p.m. Temporary highway signs advertising the meeting were placed near the project location. Approximately 155 people attended the public hearing, including members of the public and personnel from NDOT, FHWA, and the consultants associated with the project. The public hearing began with an open house and continued with a formal presentation and forum for recorded public input. The presentation and public forum were followed by an open house providing additional opportunity for the public to provide input. The public was encouraged to make oral or written comments, or public statements during the hearing, if they desired.

After the public hearing, comments (written, email, phone calls) were accepted on the Draft EA until January 7, 2025. NDOT received and responded to approximately 48 public comments summarized in Chapter 2, Table 2-1 and in **Appendix A**.

This Final EA – Errata documents public comments from the public hearing and any other comments received during the 30-day review period of the Draft EA. It also identifies any changes to the project design or analysis, as described in the Draft EA, resulting from the comments received. This document, in conjunction with the November 15, 2024, Draft EA document, constitutes the completed National Environmental Policy Act (NEPA) document.

Chapter 2 Public Involvement

Public hearing attendees had the opportunity to submit written comments and provide verbal public testimony. Sixteen public statements were given during the open forum. Comments were also accepted from the public via mail, email, and phone during the comment period. The Public Involvement Summary Memo is provided in **Appendix A**.

The memo includes the public hearing notifications, the materials presented to the public, the public hearing transcript, the public and agency comments received during the public comment period, and the official response letters. The response letters were mailed on April 2, 2025.

Table 2-1 summarizes all written and verbal public comments received at the public hearing and during the public comment period, and NDOT/FHWA responses. No agency correspondence or comments were received on the Draft EA.

Table 2.1 Public Comments

#	Comment Summary	Response
1	Stakeholder (President of the Nebraska Trails Foundation and Vice President of the Platte PEER Group) contributed letters documenting support of expanding Dark Island Trail. Stakeholder wanted the viaduct pathway and Dark Island Trail to be 8 or 10 feet wide. Mentioned support for roundabout. Mentioned have started to pledge fundraising to widen trail.	Appreciated input concerning the project. Thanked for thoughtful comments regarding trail. NDOT appreciates feedback. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback.
2	Stakeholder wondered why do roads need to close for overpass and concerns regarding grain trailers coming in. Stakeholder suggested alternative viaduct from 14 or 92 to bypass Central City and believed that would be cheaper.	Appreciated input concerning the project. Thanked for thoughtful comments regarding at-grade crossings and other alignment alternative. Shared that the purpose of the project is to eliminate conflicts, reduce traffic congestion and delays, and improve operations in downtown. Traffic and crash data highlighted need for improved safety and reduced delays. Proposed viaduct alternative requires the closure of at least two public at-grade crossings for new grade-separation projects which includes the closing of 13 th Ave and N-14 at-grade crossings. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can

		be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.
3	Stakeholder lives next to end of proposed viaduct and wondered what NDOT will do to prevent excessive engine brake noise from trucks and what NDOT will do to stay under noise compliance; wondered how NDOT is going to enforce traffic speeding on bridge and using brakes.	*Response is combined with comment #12. Appreciated input concerning the project. Thanked for comments regarding train speeds and noise. Stated that NDOT has not coordinated with Union Pacific Railroad regarding potential changes to train speeds or horn use. Unknown whether the railroad would adjust factors in response to project. Encouraged stakeholder to share concerns about hydraulic brake noise with Central City's City Administrator, Chris Anderson. Stated that multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.
4	Stakeholder mentioned amount of traffic on Highway 30 and shared concern regarding traffic coming into downtown. Recognized concerns regarding bypass around community but suggested bypass could be better. Suggested alternative viaduct could be Highway south of school. Shared Grand Island did project that mostly bypassed Grand Island.	Appreciated input concerning the project. Thanked for comments suggesting other alignment alternatives. Stated that multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.
5	Stakeholder suggested alternative viaduct east of town by going down 30 or 92.	Appreciated input concerning the project. Thanked for comments suggesting other alignment alternatives. Stated that multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.

6	Stakeholder owns property that would be north of the viaduct; shared concerns regarding drainage with the slough and flooding north of project.	*Response is combined with comment #48 Appreciated input concerning the project. Thanked for sharing concerns regarding N-14 and US-30 changes, access for semis, and flooding. Stated that the downtown intersection of N-14 and US-30 presents an operational challenge due to the unusual and nonstandard roadway configuration. Poses challenges due to the non-linear alignment of N-14 and US-30. Preferred alternative would alleviate these nonstandard roadway configurations by moving the traffic signals and re-aligning the intersection to the west. Two intersection concepts were considered for the N-14 and 10th Street intersection: a standard T-intersection and a roundabout. The standard T-intersection presented limitations in terms of traffic efficiency. Given the need for smooth traffic movement and clear guidance for southbound drivers merging, the roundabout emerged as the preferred alternative. Refinements to the roadway configuration will be taking place improving traffic flow through the traffic signals for cars and semis. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Project does encroach on the floodplains of Trouble Creek and Warm Slough; however, design ensures floodplain regulations are met. New viaduct would span Trouble Creek, and structures like bridges and culverts would be designed to effectively convey floodwaters without increasing the risk of flooding. Preferred Alternative would result in minor impacts to Warm Slough due to the construction of a new box culvert to channel Warm Slough waters beneath the new roadway. This would necessitate the extension of the existing Warm Slough box culvert to accommodate the construction of a roundabout. As part of the design process, a detailed drainage analysis will be conducted to ensure proper water flow. During final design impacts to properties will be minimized but will
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		still have to maintain the functionality of the highway. Thanked for feedback.
7	Stakeholder shared concerns with traffic flow from viaduct on Highway 30. Concerned as traffic comes into town that truck traffic backs up. Spoke with design engineer and was informed a stoplight would be there. Believed even with stoplight traffic will not move that much quicker. Stakeholder suggested a roundabout instead of T intersection to keep traffic moving, wondered if there is another way to design that intersection.	Appreciated input concerning the project. Thanked for comments regarding traffic flow on US-30 and suggesting other intersection alternatives. Stated that additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Refinements to the roadway configuration will take place including minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. A roundabout was considered for the N-14 and US-30 intersection; however, due to its substantial spatial requirements and potential encroachment on key community assets a roundabout was not deemed suitable for this location. A standard T-intersection was selected as the preferred alternative because it minimizes impacts on surrounding structures and meets traffic flow expectations. Thanked for feedback.
8	Stakeholder (downtown business owner) shared concerns about how the project could affect downtown parking and affect businesses. Stakeholder questioned how many traffic accidents have occurred at 14 and Highway 30. Concerned regarding traffic accommodations and detouring out of town.	Appreciated input concerning the project. Thanked for question regarding crash data at the intersection of US-30 and N-14. Stated that between 2003 and 2013, a total of 64 crashes were recorded at this location. Between 2018 and 2020, the NDOT crash database documented nine reported crashes at this intersection. Thanked for also sharing concerns regarding potential impacts and detours. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking. Sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. Refinements to the roadway configuration will take place including minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety.

		Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Construction would take place over two construction seasons. Traffic along the existing highways would remain as-is except for new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary. Thanked for feedback.
9	Stakeholder lives on 10 th Street where the roundabout will exit, concerned about traffic cutting through neighborhoods, concerned about safety of elementary kids playing on road.	Appreciated input concerning the project. Thanked for your concerns regarding traffic movements. Stated that highway traffic would be directed by standard highway signing to use the highway system. Traffic familiar with the city may choose local routes to access points within the northwest portion of the city. Traffic choosing these local routes would contend with low-speed local roads and at-grade railroad crossings. Thanked for feedback.
10	Stakeholder owns property at corner of 10 th and Highway 14; stated they need the project, but shared concerns regarding potential impacts to property. Stakeholder interested in moving roundabout north to avoid impacting residents. Interested in the Dark Island Trail part of project and wanted the pathway to be 10 feet wide. Would like local infrastructure added, including sewers.	*Response is combined with comments #22, 23, 24, & 25 Appreciated input concerning the project. Thanked for interest in the Dark Island Trail. NDOT appreciates feedback. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for suggesting other alignments for the project and concerns regarding potential impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional

		information can be found in the Draft EA which is available for review on the NDOT website. Moving the roundabout further north would require additional property acquisition which would substantially increase project costs. It also lengthens the portion of existing N-14 that would be relinquished to the City. Property rights would need to be of such nature and extent as are adequate for the construction, operation, and maintenance of the project and would be minimized to the extent possible. Once the design footprints have been established, will have a more detailed plan. When contacted by a Right-of-Way representative, please be sure to discuss any issues with them at that time. Acquisitions would be conducted by paying fair market value for the property rights and damages that may occur. Right-of-way acquisitions would be conducted in conformance with Uniform Act (42 USC 4601 et seq.), Title VI of the Civil Rights Act of 1964, and the Nebraska Relocation Assistance Act (Nebraska Revised Statutes Section 76-1214 et seq.). To schedule a meeting to discuss concerns, please contact NDOT District 4. Traffic movements caused by the construction of the project would be monitored. Working with the City, additional signage and traffic control would be added in problem locations. Encouraged to share concerns about sewer and local infrastructure with your local representatives such as City Administrator. Thanked for feedback.
11	Stakeholder advocated for the project due to experience of being in labor and getting stuck behind 2 trains. Stakeholder believed project useful for grain haulers too and supports project. Had navigated the intersection of Highway 30 and N-14 as a bus driver and was struck by other vehicles that did not understand stoplights due to angles. As a bus driver when heading northbound there was not enough space to stop with trains coming. Stakeholder interested in the Dark Island Trail part of project and wanted the pathway to be 10 feet wide for cross country team.	Appreciated input concerning the project. Thanked for sharing comments regarding support of the project. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback.

12	Stakeholder wanted to know if the rail company will keep or increase speeds due to having less crossing grades. Wondered if train noise would decrease due to less crossing grades. Suggested alternative viaduct east of town so no one is affected. Shared experience hauling fuel and stopping at grade crossings.	Response combined with Response #3.
13	Stakeholder interested in the Dark Island Trail part of project and wanted the pathway to be 10 feet wide. Stakeholder represented PEER group that maintains Dark Island Trail. Believed project could affect connectivity of towns to the north. Thought six feet not a lot of space. Shared story of biking with son and having another biker approach him and falling. Does not think eight feet a lot of space.	Appreciated input concerning the project. Thanked for thoughtful comments regarding the trail connection and pedestrian access. NDOT appreciates the feedback from the President of the Platte PEER Group. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback.
14	Property owner near proposed roundabout wondered why there would not be a roundabout or some other kind of a traffic signal on the south end of the bypass over the overpass. Shared concerns regarding having more traffic on Highway 30 if going to have three-way stop. Concerned regarding the potential for Warm Slough impacts and wonders if there will be a culvert to go east.	Appreciated input concerning the project. Thanked for comments suggesting other alignment alternatives and concerns regarding the Warm Slough. Stated that a roundabout was considered for the N-14 and US-30 intersection; however, due to its substantial spatial requirements and potential encroachment on key community assets a roundabout was not deemed suitable for this location. A standard T-intersection was selected as the preferred alternative because it minimizes impacts on surrounding structures and meets traffic flow expectations. During final design the intersection will be analyzed to determine if a signal or other intersection control alternatives are warranted. For more information refer to the Draft EA on the NDOT website. Project does encroach on the floodplains of Trouble Creek and Warm Slough; however, design ensures floodplain regulations are met. New viaduct would span Trouble Creek, and structures like bridges and culverts would be designed to effectively convey floodwaters without increasing the risk of flooding. Preferred Alternative would result in

		minor impacts to Warm Slough due to the construction of a new box culvert to channel. As part of the design process, a detailed drainage analysis will be conducted to ensure proper water flow. During final design impacts to properties will be minimized. Thanked for feedback.
15	Stakeholder concerned about additional traffic and noise as they live near Highway 14 on 11th St. Concerned about traffic cutting through neighborhoods since 10th and 11th Streets are dirt roads. Stakeholder wondered why the project does not extend length past Atlantic Homes to avoid property impacts. Concerned regarding the Warm Slough impacts as a couple years ago it flooded. Concerned about local issue if they would have to pave roads and if homeowners would cover costs. Stakeholder wondered if highway between Grand Island and Central City ever extends to have additional lanes, how that would affect the flow coming into Central City in the future.	Appreciated input concerning the project. Thanked for comments suggesting other alignment alternatives and concerns regarding potential project impacts. Stated that multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). A version of Draft EA is on the NDOT website. Moving the roundabout further north would require additional property acquisition which would substantially increase project costs. It also lengthens the portion of existing N-14 that would be relinquished to the City. Project does encroach on the floodplains of Trouble Creek and Warm Slough; however, design ensures floodplain regulations are met. New viaduct would span Trouble Creek, and structures like bridges and culverts would be designed to effectively convey floodwaters without increasing the risk of flooding. Preferred Alternative would result in minor impacts to Warm Slough due to the construction of a new box culvert to channel. As part of the design process, a detailed drainage analysis will be conducted to ensure proper water flow. Highway traffic would be directed by standard highway signing to use the highway system. Traffic familiar with the city may choose local routes to access points within the northwest portion of the city. Traffic choosing these local routes would contend with low-speed local roads and at-grade railroad crossings. Project improvements are restricted to infrastructure improvements related to the highway system only. Improvements to streets and city infrastructure not affected by the project improvements are the responsibility of the city and county. Improvements with this project are addressing highway traffic along US-30 and N-14 within the city limits. Impacts

		associated with highway traffic outside of the city limits are part of the long-term planning and would also take into consideration the current improvements of the project. Thanked for feedback.
16	Stakeholder wondered if it would be possible to move the roundabout up to O Street to avoid property impacts and to follow the Old Burlington Northern Rail Line. Also shared concerns regarding overflow traffic on 10 th and 11 th Streets. Concerned regarding noise nuisance from trucks slowing down at potential roundabout.	Appreciated input concerning the project. Thanked for comments suggesting other alignment alternatives and concerns regarding impacts. Stated that multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Moving the roundabout further north would require additional property acquisition which would substantially increase project costs. It also lengthens the portion of existing N-14 that would be relinquished to the City. Thanked for sharing concerns regarding traffic noise. Proposed roundabout and viaduct designed to reduce vehicle speeds, which may decrease noise levels. A noise analysis concluded that there would be no substantial increase. Encouraged to share concerns about hydraulic brake noise with Central City's City Administrator. Thanked for feedback.
17	Stakeholder thought project is unnecessary since elevator does not block crossings.	Appreciated input concerning the project. Thanked for comments. Stated that multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.
18	Stakeholder concerned Pinnacle Investment office and McInay Hardware not having customer parking by buildings. Concerned how the project could affect downtown parking and businesses. Shared True Value and	Appreciated input concerning the project. Stated that refinements to the roadway configuration will take place including minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access

	McInay Hardware have semi-trucks deliver to them.	through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Thanked for feedback.
19	Stakeholder concerned how the project could affect downtown businesses with construction for two years. Shared concern to ensure customers and travelers can still access businesses. Believes detours or disruptions may jeopardize businesses.	Appreciated input concerning the project. Thanked for comments regarding impacts. Construction would take place over two construction seasons. Traffic along the existing highways will remain as-is except for new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary.
20	Stakeholder lives on Highway 14 and has seen traffic increase with ethanol plant. Traffic uses hydraulic brakes near house. Concerned regarding noise nuisance from trucks slowing down. Wondered if it would be possible to move the roundabout to follow the Old Burlington tracks to avoid impacts.	Appreciated input concerning the project. Thanked for sharing concerns regarding traffic noise, potential impacts and Warm Slough. Refer to Draft EA for more information on alternatives considered. Moving the roundabout further north would require additional property acquisition which would substantially increase project costs. It also lengthens the portion of existing N-14 that would be relinquished to the City. Proposed roundabout and viaduct designed to reduce vehicle speeds, which may decrease noise levels. A noise analysis concluded that there would be no substantial increase. Encouraged to share concerns about hydraulic brake noise with Central City's City Administrator. Parking is being removed in areas to enhance roadway safety. New highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking. Sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings. Impacts would be refined to minimize loss of parking. Thanked for feedback.

21	Suggested alternative viaduct by paving County Road 17. Suggested keeping the railroad crossing at N-14 and Highway 30 open. Believed the intersection east of the mall would bottle neck. Concerned traffic going west on 30 would have to make a left turn. Believed railroad crossing too busy to close.	Appreciated input concerning the project. Thanked for comments suggesting alignment alternatives and concerns regarding closures of at-grade crossings. Stated that the proposed viaduct alternative requires the closure of at least two public at-grade crossings for new grade-separation projects which includes the closing of 13 th Ave and N-14 at-grade crossings. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.
22	Stakeholder wondered if it would be possible to move the roundabout to avoid impacts. Shared thoughts regarding moving the roundabout two blocks north or using some of the land in front of the manufacturing plant. Shared residence north of the factory in uninhabited.	Response combined with Response #10.
23	Stakeholder wanted to know how effected property owners will be compensated for loss of land, noise and light pollution.	Response combined with Response #10.
24	Stakeholder concerned about property impacts with sidewalks placed around roundabout. Concerned this will impact yard and sprinklers.	Response combined with Response #10.
25	Stakeholder wanted to meet with the project designers as potentially impacted property owners. Shared was not able to talk with planners for a long time at meeting.	Response combined with Response #10.
26	Stakeholder opposed rerouting Highway 14. Believes Highway 14 is not the busy road. Believes Highway 30 is busy and does not think project will address this. Believes cost could be used on maintenance on Highway 30 or expanding lanes.	Appreciated input concerning the project. Thanked for comments regarding relocation of N-14. Stated that the primary purpose of this project is to close the railroad crossing and construct a viaduct. US-30 is not the focus of this project. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed

		in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.
27	Stakeholder concerned how the project could affect downtown parking. Believes parking on north side of Highway 30 is risky due to traffic. Wants hard surfacing to alleys. Concerned about roundabout affecting residential properties. Believes roundabout would be better located further north. Shared concerns regarding hydraulic brake noise. Concerned regarding the Warm Slough impacts.	Response combined with Response #20.
28	Stakeholder interested in the Dark Island Trail part of project and wanted the pathway to be 10 feet wide.	Appreciated input concerning the project. Thanked for comments regarding trail. NDOT appreciates feedback. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback.
29	Stakeholder believes project is welcome and needed. Lives at Willow Bend 3 miles south of Central City near trail. Stakeholder interested in the Dark Island Trail part of project. Concerned regarding 8 feet of trail. Wants the pathway to be 10 or 12 feet wide. Shared experience biking 9-foot-wide trail.	Appreciated input concerning the project. Thanked for comments regarding trail. NDOT appreciates feedback. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback.
30	Stakeholder wanted alternative viaduct on Highway 14. Believes route proposed is inconvenient.	Appreciated input concerning the project. Thanked for suggesting other alignment alternatives. Stated that aligning a viaduct along N-14 would have substantial potential impacts to businesses in downtown Central

		City. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.
31	Stakeholder concerned about wetland impacts. Wonders if mitigation is required. Concerned how the project could affect downtown parking. Wants off-street parking areas with signage and paving.	Appreciated input concerning the project. Thanked for sharing your concerns regarding wetland impacts and downtown parking. Stated that wetlands were identified within the Study Area during delineations conducted in 2023. Construction of the Preferred Alternative would require a Permit from USACE. Temporary and permanent impacts to wetlands are anticipated and will be addressed in permitting process. Any temporary impacted wetlands would be restored to pre-construction condition or better. Wetlands that are not permitted for impact would be marked as avoidance areas. Avoidance and minimization measures will be further refined during the preliminary and final design processes. Refinements to the roadway configuration will take place including minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Thanked for feedback.
32	Stakeholder supports project due to experience as a medical provider. Works at local hospital and is Director of Medical Emergency Services for over 20 years. Experienced two incidents day of hearing where residents north of tracks had to find crossing out of town. Estimated that 20–30 similar incidents occur annually. Collogue was unable to cross the tracks and witness middle school students crawling through train to get to school. Shared on a weekly basis ambulance, fire, and police services face delays due to blocked train crossings.	Appreciated input concerning the project. Thanked for sharing support of the project. NDOT values input and appreciates taking the time to share concerns. Appreciate participation on this project.

33	Stakeholder (business owner) concerned how the project could affect downtown parking and impact deliveries to business. Wanted to confirm will still have parking behind building. Concerned delivery trucks would be inconvenienced unloading.	Appreciated input concerning the project. Thanked for sharing concerns regarding potential impacts. Stated that the proposed project would not be impacting parking on US-30; parking on B Ave would be impacted. Parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. During final design, impacts will be refined to minimize loss of parking. Refinements to the roadway configuration will take place including minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Thanked for feedback.
34	Stakeholder supported project. Interested in the Dark Island Trail part of project and wanted the pathway to be widened for future potential projects using federal funds. Shared those who wanted to move route should have provided input in 2016.	Appreciated input concerning the project. Thanked for comments regarding trail. NDOT appreciates feedback. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback.
35	Stakeholder shared that they would be open to having 8' of property taken to keep parking in front of building.	Appreciated input concerning the project. Thanked for sharing your concerns regarding potential impacts. Parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian

		crossings of the highway. During final design, impacts will be refined to minimize loss of parking. Thanked for feedback.
36	Stakeholder concerned two years construction is alarming. Wondered how many crashes have occurred at Highway 14 and US-30. Concerned about parking spot and business impacts. Would be open to having 8' of property taken to keep parking in front of building.	Response combined with Response #8.
37	Stakeholder who is part of fire department is concerned half of fire department lives on north side of tracks. Concerned regarding closing crossings slowing emergency response times. Shared overpass should have been added 50 years ago. Suggested elevating railroad tracks. Does not think size of Central City needs a roundabout or overpass. Only has seen two accidents in time as fire fighter. Wondered about the changes to the downtown intersection and believes overpass and roundabout will be bigger hassle. Thinks moving bank is ridiculous. Believes everyone used to downtown intersection. Believes engineer will need to spend more time in Central City.	Appreciated input concerning the project. Thanked for sharing concerns regarding emergency response routes. Understand the importance of ensuring timely access for fire and ambulance crews. Proposed viaduct would provide an unobstructed crossing point, helping to ensure consistent and reliable access for emergency responders. Additionally, the at-grade crossings at F Avenue and C Avenue in Central City would remain open. The current downtown intersection where N-14 and US-30 meet presents operational challenges. The intersection is skewed, causing driver confusion and increasing the likelihood of sideswipe accidents. Data from NDOT crash reports indicate that this intersection has a higher crash rate. A revised safety analysis from 2018-2020 shows that while the crash rate has slightly improved, incidents still predominantly involve semi-trucks. The proposed changes aim to improve safety and reduce crashes, creating a more predictable and safer traffic flow. Appreciate concerns and encourage further discussion about the project. Alternatives to raise the railroad through town were evaluated early in the project development process with significant impacts to historic properties, roadways, traffic patterns, floodplains, and other resources. Additionally, the substantial cost associated with this alternative made it impractical when compared to other alternatives. Consequently, these alternatives were eliminated from further consideration prior to the first public meeting. Thanked for feedback.

38	Stakeholder shared concerns of the Central City Area Chamber of Commerce. Concerned how the project could affect downtown businesses due to project duration, parking limitations and diversion of traffic. Concerned since parking is along Highway 30 and there are not public parking lots. Concerned that not always safe for pedestrians and cyclists to cross Highway 30 to access those businesses and traffic volume is a deterrent to many.	Appreciated input concerning the project. Thanked for sharing concerns regarding potential impacts. Stated that parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Design of new intersection of US-30 and the new northbound N-14 does not include traffic signals at the intersection. During final design the intersection will be analyzed to determine if a signal is warranted at this location or other intersection control alternatives are warranted. This will look at traffic movements as well as pedestrian crossings. Pedestrian crossings in the vicinity of the new intersection may warrant additional safety treatments. Construction would take place over two construction seasons. Traffic along the existing highways would remain as-is except for new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary. Thanked for feedback.
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39	Stakeholder concerned as a business owner about the lack of parking along Highway 30. Will lose direct parking in front of their building. Concerned customers would not search for a spot. Concerned detour will direct traffic away from local businesses.	Appreciated input concerning the project. Thanked for sharing your concerns regarding potential impacts. Stated that parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Construction would take place over two construction seasons. Traffic along the existing highways would remain as-is except for new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary. Thanked for feedback.
40	Stakeholder concerned how the project could affect downtown by eliminating parking in front of businesses. Concerned regarding traffic accommodations and detouring out of town impacting business. Interested in the Dark Island Trail part of project and wants the pathway to be 10 feet wide for potential future projects. Concerned regarding traffic increase. Concerned	Appreciated input concerning the project. Thanked for comments regarding trail. NDOT appreciates feedback. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for

	railroad near Ethanol plant stops for long time and causes traffic backup.	a 10-foot-wide shared use path. Thanked for feedback. Parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. The improvements with this project are addressing highway traffic along US-30 and N-14 within the city limits. Impacts associated with highway traffic outside of the city limits are part of the long-term planning and would also take into consideration the current improvements of the project. Construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary. Thanked for feedback.
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41	Concerned regarding truck traffic on 16th St and would like lower speeds for the three blocks of residents.	Appreciated input concerning the project. Thanked for concerns regarding truck traffic and speed limits. After construction of the project, speed limits would be evaluated to match the highway use and surrounding areas. Thanked for feedback.
42	Stakeholder concerned emergency services were not included in information gathering. Stakeholder believed there is not an issue accessing the north side. Believed traffic on Hwy 30 is a much larger issue. Concerned regarding the curve of the viaduct and the roundabout. Stakeholder in favor of C Avenue crossing kept open and closing F Ave and leaving 13 th St. Would like to review project with NDOT.	Thanked for sharing concerns regarding the proposed alternative. Coordination with emergency services is an essential part of the project development process; appreciate stakeholder's offer to provide additional information. Public meetings were held in 2016 and 2021 to gather input and discuss the project with the community, including emergency services. Welcome the opportunity to engage further with emergency service providers. Encouraged stakeholder to contact NDOT District 4 if they would like to schedule a meeting. Appreciate support for keeping the C Avenue crossing open and feedback regarding the F Avenue and 13th Street crossings. A new grade separation project requires the closure of at least two public at-grade crossings, including one at or near the grade separation. 13th Street is the closest crossing to the viaduct. Refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. The roadway alignment is designed using highway standards and the speed limit would be posted accordingly. The roadway has 6-foot shoulders to accommodate farm vehicles and is curbed to control roadway drainage. Thanked for feedback.
43	Stakeholder and lifelong resident understands need for project, but concerned regarding combination of traffic of Hwy 14 and 30; wanted to know how project would move traffic more freely. Concerned regarding traffic accommodations and detouring out of town impacting business. Wanted to	Appreciated input concerning the project. Thanked for concerns regarding potential impacts. Stated that the primary needs of the project are to eliminate conflicts between trains and vehicles, reduce traffic congestion, and improve operations in downtown Central City. Evaluation of potential alternatives is included in the Draft EA available on the NDOT website.

	know duration of detours. Stakeholder wondered why overpass was not on west side of Central City.	Refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary. Thanked for feedback.
44	Stakeholder does not believe viaduct needed. Believes elevator does not block the intersection like they used to. Suggested viaduct alternative on Highway 14 south from Fullerton straight south to Highway 30 to bypass Central City.	Response combined with Response #2.
45	Stakeholder suggested traffic signal alternatives instead of roundabout or four-way stop. Wanted traffic signal at bottom of overpass where road joins US-30. Suggested changing one ways and suggested intersection alternative to continue traffic signal at Highway 14 and US-30. Wanted wider turn south at Highway 14 and US-30.	Appreciated input concerning the project. Thanked for comments suggesting changes to the proposed project. Stated that two intersection concepts were considered for the N-14 and 10th Street intersection: a standard T-intersection and a roundabout. The standard T-intersection presented limitations in terms of traffic efficiency. Given the need for smooth traffic movement and clear guidance for southbound drivers merging, the roundabout emerged as the preferred alternative. Thanked for suggestion regarding the installation of a traffic light at the bottom of the overpass

		where the road joins US-30. Stated that during final design the intersection will be analyzed to determine if a signal is warranted. For more information on intersection alternatives considered, please refer to the Draft EA on the NDOT website. Downtown intersection of N-14 and US-30 presents an operational challenge due to the unusual and nonstandard roadway configuration. Poses challenges due to the non-linear alignment of N-14 and US-30. Preferred alternative would alleviate these nonstandard roadway configurations by moving the traffic signals and re-aligning the intersection to the west. The proposed changes aim to reduce crashes and improve traffic safety and efficiency. The goal is to enhance safety and efficiency for all drivers, improving overall traffic flow and reducing crash risks. Thanked for feedback.
46	Stakeholder suggested bypass alternative to south of Central City. Suggested roundabout at intersection of Highway 14 and US-30.	Appreciated input concerning the project. Thanked for comments suggesting other alignment alternatives. Stated that downtown intersection of N-14 and US-30 presents an operational challenge due to the unusual and nonstandard roadway configuration. Poses challenges due to the non-linear alignment of N-14 and US-30. Preferred alternative would alleviate these nonstandard roadway configurations by moving the traffic signals and re-aligning the intersection to the west. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. A roundabout was considered for the N-14 and US-30 intersection; however, due to its substantial spatial requirements and potential encroachment on key community assets a roundabout was not deemed suitable for this location. A standard T-intersection was selected as the preferred alternative because it minimizes impacts on surrounding structures and meets traffic flow expectations. Thanked for feedback.

47	Stakeholder concerned regarding impacts to downtown businesses during construction. Concerned regarding roundabout affecting residents. Does not believe roundabout is necessary. Depends on majority of business from outside patronage.	Appreciated input concerning the project. Thanked for sharing concerns regarding potential project impacts. Stated that construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary. Refinements to the roadway configuration will be taking place. This will include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Two intersection concepts were considered for the N-14 and 10th Street intersection: a standard T-intersection and a roundabout. The standard T-intersection, while conforming to conventional design principles, presented limitations in terms of traffic efficiency. Given the need for smooth traffic movement along the relocated N-14 and clear guidance for southbound drivers merging onto the new facility, the roundabout emerged as the preferred alternative. During final design, the impacts to properties would be evaluated and minimized when possible. Thanked for feedback.
48	Stakeholder concerned regarding Hwy 30 and 14 changes and intersecting more. Concerned this could cause delays and backups. Concerned regarding space for semis from ethanol	Response combined with Response #6.

	plant and cattle as well along proposed route and roundabout. Stakeholder also had flooding concerns. Believes viaduct should be moved east near old railroad crossing north of town.	
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Chapter 3 Errata Sheet – Changes to the Draft EA

The following pages of the Final EA – Errata include additions and revisions to the Draft EA based on public and agency input, as well as associated design changes. The discussion below references the corresponding sections of the Draft EA. Text removed from the Draft EA is shown in ~~strikeout~~ (strikeout) and text added is shown in red.

3.1 Changes to the Draft EA

Several universal changes apply to the Draft EA text:

- References to “Preferred Alternative” are hereby changed to “Selected Alternative.”
- References to “would” in the Preferred Alternative are hereby changed to “will,” including the description of the Selected Alternative, design features, affected environment, and environmental consequences.
- In the Environmental Commitments and Mitigation chapter, all references to “would” in connection with NDOT or the Contractor’s responsibility to comply with required mitigation measures are hereby changed to “will” and “shall.”

The following commitments have been added to the Transportation section of the Draft EA and will be carried forward through the final commitments.

- DEA 3.2 Transportation
 - DEA 3.2.4 Avoidance, Minimization, and Mitigation
 - When formal local and pedestrian detour routes are determined, the detour plan shall be provided to the Civil Rights Office for review. It is anticipated that local traffic would use alternative routes to avoid construction. A local and pedestrian detour will be required, but local and pedestrian detour routes are not yet determined. If existing pedestrian facilities cannot provide a suitable pedestrian detour, an alternative detour may be required. (NDOT Design, NDOT Civil Rights)
 - Pedestrian routes will be designated during phased construction. Pedestrians will have access to one side of a street at a time. (Contractor)
 - Access will be maintained at the entrance and the exit of Central City Senior Center during the anticipated temporary roadway closures. (Contractor)

The following commitments have been added to Public Involvement and will be carried forward through the final commitments.

- Chapter 4 Commitments and Mitigation
 - 4.23 Public Involvement

- Considering the total population affected by the project, the presence of a Spanish-speaking LEP population exceeds the NDOT LEP outreach trigger of 5 percent of the population. Therefore, NDOT will utilize appropriate alternative language assistance measures to outreach to these communities in accordance with the current NDOT LEP Plan. (NDOT Communications)
- Any written information that is dispersed to the public regarding this project must be translated into Spanish. Dispersed information does not include highway signs or electronic messaging boards, but does include, for example, public meeting invitations, mailers and postcards, legal notices, news releases, and project map/information handouts. Legal notices and news releases do not need to be translated if they are only to be placed in an English-language media source. Information that is distributed to businesses, public agencies, or to departments representatives of public agencies, does not need to be translated. (NDOT District, NDOT Communications)
- If a public meeting is held regarding this project, the written documents prepared for public dispersal (for example, project map/information handouts) at the meeting must be translated into Spanish. There must be a Spanish interpreter present. There must also be clear notice posted. There must also be clear notice posted in Spanish at the meeting that the interpreter is available. (NDOT Communications)

3.2 Design Changes After Approval of the Draft EA

3.2.1 Sidewalk Modifications

Since the approval of the Draft EA, modifications have been made to the project's design, including adjusting the planned sidewalk width to a 10-foot-wide shared-use path over the viaduct.

Prior to the public hearing, the City of Central City received feedback from residents and trail advocacy groups regarding the potential extension of the Dark Island Trail over the new viaduct, and the need for a wider sidewalk. Following this feedback, the City coordinated with NDOT to discuss sidewalk width options for the project.

In response to the input received prior to the public hearing, and in financial partnership with Central City, the project initially incorporated an 8-foot-wide sidewalk along the east side of the new Highway 14 roadway, beginning at US-30 and extending over the UPRR railroad bridge. Beyond the bridge, the sidewalk would have transitioned to a 6-foot-wide configuration, continuing along the east and north side of the roadway until it intersected with the existing Highway 14 at 10th Street. This design was presented at the public hearing.

At the public hearing, the President of the Nebraska Trails Foundation, who also serves as the Vice President of the Platte PEER Group, provided verbal comments supporting a wider sidewalk and recommending an 8- to 10-foot-wide pathway for pedestrians and bicyclists. In addition to this verbal comment, approximately eight written letters and supporting documents were submitted advocating for a wider sidewalk to accommodate a pedestrian and bike trail connection.

Following the public hearing, and in response to substantial feedback regarding the trail, NDOT agreed to increase the sidewalk width to a 10-foot-wide shared-use path from the south junction of US-30/N-14, over the viaduct, and north to where the project will tie back into the existing N-14. South of US-30, the sidewalk connecting to the existing Dark Island Trail will be widened to 8 feet to match the trail's existing width. This design provides a continuous connection for pedestrians and bicyclists, aligning

with current planning efforts for the Dark Island Trail. NDOT communicated this decision to the City and trail advocates through responses to public hearing comments.

This design change does not affect any determinations or resource reviews conducted in the DEA; however, minor modifications to the text in DEA are required. The corresponding edits, including text deletions and additions, are provided below for context:

- DEA 2.6 Alternatives Carried Forward

- DEA 2.6.2 ~~Preferred~~ **Selected** Alternative

- The ~~Preferred~~ **Selected** Alternative for the Central City Viaduct Project is a comprehensive solution that combines the East Viaduct Alignment, the One-Way Pairs concept downtown, and the inclusion of a ~~sidewalk~~ **10-foot-wide shared-use path** along the viaduct and N-14. This approach effectively addresses the identified purpose and need of the Project while also maintaining pedestrian access. The ~~Preferred~~ **Selected** Alternative has logical termini, and ~~would~~ **will** preserve the connection of N-14 and US-30, thus providing a cohesive and integrated transportation solution for the community.

The East Viaduct Alignment alternative ~~would~~ **will** provide an efficient connection between N-14 and US-30. By eliminating the exposure factor of the at-grade railroad crossings, the viaduct substantially enhances safety for both motorists and pedestrians. Moreover, the integration of a ~~sidewalk~~ **shared-use path** along the viaduct further promotes pedestrian access and encourages active transportation.

- DEA 3.2 Transportation

- DEA 3.2.3 Impacts of the ~~Preferred~~ **Selected** Alternative

- Sidewalks**

The ~~preferred~~ **selected** alternative ~~would~~ **will** largely preserve the existing sidewalks throughout the corridor, maintaining the improvements made during the streetscape project. However, layout changes ~~would~~ **will** occur at several locations. Specifically, at the new intersection of US-30 and N-14, sidewalks ~~would~~ **will** be constructed across the N-14 median along US-30 to maintain access to Citizens Bank & Trust. Additionally, bump-outs ~~would~~ **will** be constructed throughout the project, shortening the distance pedestrians need to cross the streets and enhancing pedestrian safety. Layout changes ~~would~~ **will** also occur near the Presbyterian Church along the south side of the project at C Ave and 18th Street. With the construction of one-way streets and median modifications, the sidewalks in this area will require adjustment. The sidewalks along the south side of US-30, near the new south terminus of the N-14 connection and the Dark Island trailhead, ~~would~~ **will** be restored to ensure access to the new ~~sidewalk~~ **shared-use path** over the viaduct. The project ~~would~~ **will** also include the construction of a sidewalk over the Warm Slough culvert, along the east side of 17th Avenue extending south from the roundabout, thereby improving pedestrian mobility in that area.

- DEA 3.6 Community Impact Assessment

- DEA 3.6.2 Impacts of the ~~Preferred~~ **Selected** Alternative

- The proposed project ~~would~~ **will** have minor, short-term adverse impacts on non-motorized mobility and recreation in the project area due to temporary closures of the Dark Island Trail during construction. Upon completion, the

project will include a safe, elevated sidewalk ~~shared-use path~~ on one side of the viaduct, providing an accessible route across the UPRR for pedestrians and enhancing mobility in the area. As a result, the project is expected to deliver major, long-term benefits to the community.

3.2.2 B Avenue Modifications

After approval of the DEA and prior to the public hearing, NDOT determined that the design of the B Avenue parking lot needed to be re-designed to accommodate direct access from US-30. The DEA indicates that access to B Avenue north of US-30 would be closed and the area repurposed as a parking lot. However, NDOT recognizes the hardships this would create, including limiting access to additional parking spaces, and is now proposing to maintain access to B Avenue north of US-30. Due to the timing of this change, NDOT was able to provide a preliminary update to the design mosaics presented at the public hearing. At the public hearing, NDOT committed to leaving access to B Avenue open and this change will be reflected in the final design. Once the final design is complete, a re-evaluation of the intersection layout will be required.

The following resources were reviewed in this Final EA as a result of the design change, and the corresponding edits to the Draft EA, including text deletions and additions, are provided below for context:

- DEA 2.4 Intersection Alternatives

- DEA 2.4.4 One-Way Pairs (~~Preferred~~ **Selected**)

- The One-Way Pairs concept (**Figure 2.6**) proposed designating N-14 and C Avenue as one-way streets in different directions. N-14 ~~would~~ **will** be one-way northbound, while C Avenue ~~would~~ **will** be one-way southbound, between US-30 and I Street. This concept also involved flattening the horizontal curve on US-30 east of B Avenue and eliminating the connection between US-30 and B Avenue north of US-30. ~~B Avenue would be converted into a parking lot.~~

The One-Way Pairs concept was chosen as the ~~preferred~~ **selected** alternative due to its potential to minimize impacts. Originally in 2021, this alternative was anticipated to impact 1-2 businesses, and approximately 29 parking stalls which was relatively lower compared to other alternatives. Today, using principles of practical design, it is anticipated that no businesses ~~would~~ **will** be affected by this concept and the estimated impact on parking stalls is approximately 25 (**Table 2.2**), **and the connection to B Avenue north of US-30 will remain open**. This concept is expected to address operational challenges at the intersection of N-14 and US-30, avoid adverse effects on businesses and parking availability, and reduce traffic delays during peak periods more effectively than other alternatives. Refer to **Section 2.5** for more information on how this concept was refined, after being selected, to minimize impacts.

- DEA 3.2 Transportation

- DEA 3.2.3 Impacts of the ~~Preferred~~ **Selected** Alternative

- ~~Significant m~~ **Modifications** are proposed for downtown Central City, especially at the intersection of N-14 and US-30 and adjacent segments:
 - Closure of the at-grade crossing between N-14 and the UPRR.
 - Improvement of the geometric alignment along the US-30 curve.
 - Relocation of the intersection of US-30 and N-14 slightly westward.

- 220 ~~• Closure of B Ave north of US-30 to create a "T" intersection with N-14~~
- 221 ~~and US-30.~~
- 222 • Conversion of C Ave south of US-30 into a one-way street heading
- 223 south.
- 224 • Conversion of N-14, between 19th Street and US-30, into a one-way
- 225 street heading north.
- 226 ○ DEA Table 3.2 Modification to Local Roadways in the Study Area
- 227 ■

B Ave	Immediately west of the US-30 and N-14 intersection.	Access north of US-30 closed and converted to parking will remain open . South of US-30 removed for new intersection placement.
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228 3.3 Updated Resource Determinations

229 3.3.1 Environmental Justice (Resource Removed)

230 In compliance with recently enacted executive orders, the EA has been revised. On January 20, 2025,
 231 President Trump signed Executive Order (E.O.) 14154 – Unleashing American Energy. The E.O.
 232 revoked E.O. 14096 – Revitalizing Our Nation’s Commitment to Environmental Justice for All (April 21,
 233 2023). Subsequently on January 21, 2025, President Trump signed E.O. 14173 – Ending Illegal
 234 Discrimination and Restoring Merit-Based Opportunity. This E.O. revoked E.O. 12898 – Federal Actions
 235 to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11,
 236 1994). As a result of E.O. 14154 and 14173, all federal environmental justice requirements are revoked
 237 and no longer applicable to the environmental review process. DEA 3.7 Environmental Justice is
 238 removed in its entirety.

239 ~~• DEA 3.7 Environmental Justice~~

240 ~~○ Executive Order 12898, Federal Actions to Address Environmental Justice in Minority~~

241 ~~Populations and Low-Income Populations (issued February 11, 1994) directs federal~~

242 ~~agencies to take the appropriate and necessary steps to identify and address~~

243 ~~“disproportionately high and adverse” effects of federal projects on the human health~~

244 ~~or environment of low-income and minority populations. Additionally, representatives~~

245 ~~of any low-income or minority populations in the community that may be affected by a~~

246 ~~project must be given the opportunity to be included in the impact assessment and~~

247 ~~public involvement process. Under Title VI of the Civil Rights Act of 1964, federal~~

248 ~~agencies are required to ensure that no person, on the grounds of race, color, or~~

249 ~~national origin, is excluded from participation in, denied the benefits of, or subjected to~~

250 ~~discrimination under any program or activity receiving federal financial assistance.~~

251 ~~Title VI prevents discrimination, whether intentional or unintentional in any program or~~

252 ~~activity receiving Federal financial assistance from FHWA.~~

253 ~~• DEA 3.7.1 Affected Environment~~

254 ~~○ An environmental justice review was completed for the Project and can be found in~~

255 ~~**Appendix D, Environmental Justice**. The environmental justice study area spans~~

256 ~~multiple counties and communities due to the use of a detour for both US-30 and N-~~

257 ~~14. The project and detour are located within 25 block groups located within Hall~~

258 ~~County, Hamilton County, Howard County, Merrick County, and Polk County, Nebraska.~~

Portions of the project study area are also located in the city of Central City and portions of the detour study area are also located in Central City, Grand Island city, Hordville village, Polk village, St. Libory CDP, Stromsburg city, and Wolbach village (see attached maps).

Data from 2020 indicate that several block groups within Census Tracts 2, 4, 6, and 7 contain minority populations (primarily Hispanic/Latino and Black/African American) at greater percentages than the Nebraska state average, and 2018-2022 data show that block groups in Census Tracts 2, 7, and 9668 contain low-income populations.

Data for the study area, considering the total population affected by the project, indicate the presence of a Spanish-speaking LEP population that meets or exceeds the NDOT LEP outreach trigger of 1,000 persons.

After review of the Environmental Justice study area, a number of businesses and agencies were identified as likely to serve a minority and/or low-income population and/or provide services within Central City and the larger study area. A list of these businesses and civic institutions is included in **Appendix D, Environmental Justice**.

Those businesses and civic institutions located within Central City include:

- Solt-Wagner Funeral Home, located at 1507 17th St
- The Dentist, located at 620 G St
- Archer Credit Union, located at 510 G St
- Central City Skate Park
- Dark Island Park and Trail
- The Collective, located at 1304 16th St
- Merrick Foundation, located at 1532 17th Avenue Suite B
- Miracle Ear Hearing Aid Center, located at 1532 17th Ave
- Eye Care Associates, located at 213 G St
- Cornerstone Bank, located at 1631 16th St
- Supernaw Law Office, located at 1611 16th St
- Central City Police Station, located at 1616 16th Ave
- Central True Value, located at 308 G St
- Citizens Bank & Trust, located at 1634 16th St
- Merrick Medical Center Auxiliary Thrift Shop, located at 1601 16th St
- United States Postal Service, located at 1512 16th St
- Central City Public Library, located at 1604 15th Avenue
- Central City Mall (Jim's Foods, Trav's U-Save Pharmacy, CENEX gas), located at 1414 16th St
- El Agave Mexican Restaurant, located at 1415 16th St
- Central City School District, located at 1711 15th Avenue
- Central City Elementary, located at 1711 15th Avenue
- Central City Senior Center, located at 803 C Avenue
- Merrick County Courthouse, located at 1510 18th St #1
- Mission Heart, located at 412 G Street
- Laundry Express, located at 1310 16th Street, Suite 2

• DEA 3.7.2 Impacts of the No Build Alternative

- There would be no construction of the Project with the No Build Alternative. As a result, there would be no effects to minority and/or low income populations families or communities identified in the study area.

• DEA 3.7.3 Impacts of the Preferred Alternative

Minority, low income, and LEP populations were identified in block groups in which this project is located. However, there are no anticipated disproportionately high and adverse human health or environmental effects to these groups, as defined in FHWA Order 6640.23A. The following project information for the Preferred Alternative was considered in making this determination:

- The Central City Senior Center has only one entrance and one exit to the property that will be affected during the temporary road and lane closures. Midland Public Transit has vans that support the senior center running Monday through Friday 8am to 4pm.
- This project will be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices.
- This project will not restrict access to emergency service facilities or providers during construction.
- There will be no isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community.
- ROW will be required and there are approximately 21 tracts estimated for acquisition. No residential relocations are anticipated.
- The preliminary estimate of ROW acquisition is approximately 13 acres of permanent ROW/easements, and approximately 2 acres of temporary ROW/easements. The type of property proposed to be acquired is residential acreage/pasture, vacant/pasture, railroad, industrial business/storage, and utility generation/distribution.
- Three buildings will be acquired on the unnamed road between 14th Avenue and 13th Avenue.
- Coordination with Union Pacific railroad will be needed. A temporary crossing and flaggers will be required. Pedestrian Access over the railroad tracks will be unchanged with the project.
- There will be phasing for construction at US-30 and N-14 roadways in the downtown area and phasing for construction of the N-14 roundabout.
- For local traffic, there may be short term closures of side roads. Access restrictions to businesses would be temporary and phased, but not known at this time.
- There will be a loss of approximately 25 parking spots during construction; however, NDOT has determined that there wouldn't be negative impacts to businesses within the study area based on nearby available parking.
- The Noise Study shows that there will be no adverse impacts that cannot be avoided or mitigated. None of the residential homes or commercial buildings along the new corridor will experience any adverse noise impacts.
- A public information meeting and a targeted mailer before the meeting are anticipated for the project. A stakeholder meeting will be planned the day of and the day prior to the public hearing.

DEA 3.7.4 Mitigation

Commitments:

Considering the total population affected by the project, the presence of a Spanish-speaking LEP population exceeds the NDOT LEP outreach trigger of 5 percent of the population. Therefore, NDOT will utilize appropriate alternative language assistance measures to outreach to these communities in accordance with the current NDOT LEP Plan. (NDOT Communications)

When formal local and pedestrian detour routes are determined, a re-evaluation would be conducted. This review was for the project and highway detours as described. It is anticipated that local traffic would use alternative routes to avoid construction. A local and pedestrian detour will be required, but local and pedestrian detour routes are not yet determined. If existing pedestrian facilities cannot provide a suitable pedestrian detour, an alternative detour may be required. (NDOT Civil Rights)

Any written information that is dispersed to the public regarding this project must be translated into Spanish. Dispersed information does not include highway signs or electronic messaging boards, but does include, for example, public meeting invitations, mailers and postcards, legal notices, news releases, and project map/information handouts. Legal notices and news releases do not need to be translated if they are only to be placed in an English-language media source. Information that is distributed to businesses, public agencies, or to departments representatives of public agencies, does not need to be translated. (NDOT District, NDOT Communications)

If a public meeting is held regarding this project, the written documents prepared for public dispersal (for example, project map/information handouts) at the meeting must be translated into Spanish. There must be a Spanish interpreter present. There must also be clear notice posted. There must also be clear notice posted in Spanish at the meeting that the interpreter is available. (NDOT Communications)

Pedestrian routes will be designated during phased construction. Pedestrians will have access to one side of a street at a time. (Contractor)

Access will be maintained at the entrance and the exit of Central City Senior Center during the anticipated temporary roadway closures. (Contractor)

Other mitigation measures may be required depending on future project details and the need for detour(s). (NDOT Civil Rights)

- DEA 3.19 Summary of Impacts
 - DEA Table 3.15 Summary of Impacts

■

Environmental Justice	Minority and low-income populations were identified in the Study Area based on NDOT's Environmental Justice methodology developed in coordination with FHWA. However, there are no anticipated disproportionately high and adverse human health or environmental effects to these groups, as defined in FHWA. Translations or specialized outreach for limited English proficiency is required for this Project because a population with limited English proficiency was identified for the total population affected by the Project.
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3.3.2 Section 4(f)

The Draft EA stated that a "Temporary Occupancy Exception was applied for the Dark Island Trail." However, at the time of publication, FHWA had not yet approved the Section 4(f) Temporary Occupancy. Following the Public Hearing, NDOT and FHWA reviewed public comments and confirmed

that the Temporary Occupancy remained appropriate. Since no comments were received regarding the application of Section 4(f) or impacts to the Dark Island Trail, FHWA approved the Temporary Occupancy on February 14, 2025. As a result of this approval, one additional mitigation measure was added to the documentation, as outlined below. The approved document can be found in **Appendix B**.

- DEA 3.11.4 Avoidance, Minimization, and Mitigation
 - Temporary signs shall be used to notify trail users of the closures and alternate accesses/routes. (Contractor)

3.3.3 Floodplains

After approval of the DEA, NDOT received the Floodplain Development Permit from Central City on December 12, 2024. This update does not affect any determinations made in the DEA but requires minor alterations to the text and mitigation measures, as outlined below. The approved permit can be found in **Appendix C**.

- DEA 3.14.3 Impacts of the ~~Preferred~~ **Selected** Alternative
 - Temporary impacts on floodplains during construction may occur in the form of construction access and temporary structures. Floodplain development permits ~~would~~ **have been** obtained prior to construction, and the ~~Preferred~~ **Selected** Alternative ~~would~~ **will** comply with local floodplain regulations.
- DEA 3.14.4 Avoidance, Minimization, and Mitigation
 - The box culverts to carry Warm Slough under the N-14 roadway ~~would~~ **will** be designed to adequately convey flood flows along existing drainage patterns. Construction of the Project ~~would~~ **will** have floodplain encroachments, but Project impacts are certified that federal, state, and local floodplain regulations are met, and a Floodplain Development Permit ~~would be~~ **has been** obtained from the appropriate jurisdictions prior to construction. All conditions of the permit ~~would~~ **will** be adhered to during construction. (NDOT Environmental, Contractor)

3.3.5 Section 106

After approval of the DEA and in preparation for the Public Hearing, it was noted that the historic property "FN209, House, 820 D Ave" was omitted from Figure 3.1 in the DEA. This graphic was updated prior to the Public Hearing and correctly presented to the public. Below is a screenshot of the revision, and the full updated figure can be found in **Appendix D**. This change does not affect any determinations made within the DEA.

DEA Figure 3.1	Updated Figure 3.1 with FN209 (next to D Ave.)
	

3.3.6 Noise

After approval of the DEA, it was noted that a new State Farm Business building was being constructed downtown Central City in the northwest quadrant of US-30 and B Ave, where the "Pocket Park" property was located. Originally the Pocket Park was modeled as Category C noise receptor, however this new business will fall into a Category E noise receptor. The nearest placed receptor modeled to this location is "Cat E – Shop-21" which is just east of the new structure. In addition to Receptor 21, Receptor 25 on the northeast side of B Ave also falls into the same land use category. When reviewing the neighboring receptors, neither of these cross the 71.0 dBA Impact level. A new receptor (Cat E – State Farm Building – 134) was placed into the model to determine the level of noise impacts at this location (Table 3.1 below). After review, it was determined that this receptor will not be impacted by the Selected Alternative.

Table 3.1 Noise Receptors

Receptor ID	Activity Category	2020 Existing (dBA)	2029 Build (dBA)	2049 No-Build (dBA)	2049 Build (dBA)	Impact Level (dBA)	2049 Build Impacted
Cat E – State Farm Building - 134	E	66.8	69.6	67.4	70.2	71.0	No

Chapter 4 Commitments and Mitigation

The following mitigation measures were presented in the Draft EA and are listed here in their final version. These mitigation measures will be implemented by NDOT by incorporating them into either the project construction documents or the final design. These mitigation measures supersede any of those identified in the Draft EA. The following mitigation measures and commitments are not subject to modification without the prior written approval of FHWA. Each mitigation measure is presented in association with the resource to which it most directly applies; although some of the listed measures apply to multiple resources, they are listed only under the resource that they most directly benefit. In addition to the mitigation measures listed herein, NDOT Standard Specifications will be applied to the Selected Alternative and will result in impact avoidance and minimization on resources.

4.5 Paleontology

In the event of a discovery of paleontological materials during construction, NDOT Standard Specifications for Highway Construction, Subsection 107.10 (2017, pg. 64) states, "The Engineer should be immediately notified when any such articles are uncovered, and the Contractor should immediately suspend operations in the area involved until such time that arrangements are made for their removal and preservation." (Contractor)

4.6 Transportation

Access to properties may be limited at times throughout construction but shall remain open. The Contractor shall coordinate with property owners to maintain access to fields and residences. (Contractor)

During construction of the viaduct, access to the residential property (1005 13th St, Central City, NE 68826) shall be required. The contractor shall work with the property owner to provide adequate access. (NDOT, Contractor)

Any contractor involved in the project should file a 7460-1 Form with the FAA for all structures or equipment over 200' tall, or that break a 100:1 slope from a public-use airport. This includes any trucks, cranes, or any equipment used on the project. A 7460-1 form will need to be filed for each new structure that may be part of this project, like bridges or overpasses or if an existing structure's elevation will change. (Contractor)

When formal local and pedestrian detour routes are determined, the detour plan shall be provided to the Civil Rights Office for review. It is anticipated that local traffic would use alternative routes to avoid construction. A local and pedestrian detour will be required, but local and pedestrian detour routes are not yet determined. If existing pedestrian facilities cannot provide a suitable pedestrian detour, an alternative detour may be required. (NDOT Design, NDOT Civil Rights)

Pedestrian routes will be designated during phased construction. Pedestrians will have access to one side of a street at a time. (Contractor)

Access will be maintained at the entrance and the exit of Central City Senior Center during the anticipated temporary roadway closures. (Contractor)

4.7 Land Use

Coordination with property owners shall occur throughout the final design to provide access and minimize impacts for businesses and residences in the area. (NDOT Design)

Property rights and acquisitions will be conducted by fair market value for the property rights and damages that may occur. Right of way acquisition will be conducted in conformance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 (Uniform Act) as amended (42 USC 4601 et seq.) and the Nebraska Relocation Assistance Act (Neb. Rev. Stat. Section 76-1214 et seq.). (NDOT)

Access to individual businesses, residences, and other facilities will be maintained during construction. (Contractor)

4.8 Right-of-Way and Relocations

ROW acquisitions, types, and amounts are based on conceptual design. Impacts on ROW and properties shall be further refined and minimized to the extent possible during the final design phase of the Project. (NDOT)

Access to adjacent properties shall be maintained throughout construction. Access restrictions shall be coordinated with the property owner prior to the restriction. (NDOT, Contractor)

Property rights acquisition shall be conducted by paying fair market value for the property rights and damages that may occur. ROW acquisition shall be conducted in conformance with the Uniform Act (42 USC 4601 et seq.), Title VI of the Civil Rights Act of 1964, and the Nebraska Relocation Assistance Act (Nebraska Revised Statutes Section 76-1214 et seq.). (NDOT)

4.9 Utilities

Impacts on utilities are not avoidable because several utilities are located near or within the existing ROW. The Contractor shall follow the guidelines of NDOT's Utility Accommodation Policy (NDOT

2024). It is NDOT's responsibility to notify utility companies of the need for relocation during the design stage of the Project. The NDOT Utility Section shall coordinate utility agreements with the utility companies prior to construction. It is the Contractor's responsibility to notify utility companies of relocation needs during the construction phase of the Project for utilities that were not relocated before construction. (NDOT, Utility Provider(s))

If utility relocation or replacement is required in a later phase of the Project, a re-evaluation shall be required if (1) federal funds will be used for the utility work, or (2) the Project construction contractor will be responsible for the work.

If this utility work is identified during final design, NDOT shall initiate the re-evaluation prior to Project letting. If the work is identified during construction, NDOT shall initiate the re-evaluation prior to commencing utility work. (NDOT Environmental, NDOT District)

If either one of the above two conditions does not apply, later relocation or replacement of utilities shall be coordinated through NDOT and the Contractor per NDOT's Standard Specifications for Highway Construction, Subsection 105.06. Any environmental permits required for these utility relocations or replacements shall be the responsibility of the utility. (NDOT District, Utility Provider(s))

4.10 Community Impact Assessment

The design and construction phases of the project shall incorporate and follow the NDOT Roadway Design Manual's standards related to work zone traffic control plans, NDOT's Standard Specifications for Highway Construction, and adherence to all federal, state, and local laws and regulations. (NDOT Design)

Vehicular and pedestrian access will be maintained for all businesses, services, and facilities during the anticipated temporary roadway closures. Construction activities shall be coordinated with annual local events in an effort to minimize traffic delays and travel pattern disruptions, where possible. (Contractor)

Efforts shall be made during the design phase to minimize necessary property acquisition and relocations, where feasible. Property rights acquisition shall be conducted by paying fair market value for the property rights and damages that may occur. Right-of-way acquisition shall be conducted in conformance with the Uniform Act (42 USC 4601 et seq.), Title VI of the Civil Rights Act of 1964, and the Nebraska Relocation Assistance Act (Nebraska Revised Statutes Section 76-1214 et seq.). (NDOT Design, NDOT ROW Division)

Central City's recent streetscape improvements, memorial plaques, and flag sleeves will be maintained or relocated for community events, social interactions, and public open space both during and after construction activities. (NDOT Design, NDOT District)

4.12 Visual Effects

No mitigation measures for visual and aesthetic impacts will be required for the project.

4.13 Noise

Exhaust and muffler systems on construction equipment shall be in good working order. Construction equipment shall be maintained on a regular basis, and equipment may be subject to inspection by the construction project manager to ensure maintenance. (Contractor, NDOT Project Manager [PM])

The Contractor shall locate noise-emitting stationary equipment (for example, compressors, and generators) to avoid unnecessary impacts on residents and businesses. (Contractor, NDOT PM)

4.14 Historic Properties

Seven Sensitive Areas have been identified along this project:

- 1) House, 1819 17th Ave, N-14, MM 81.48 – 81.50, east side
- 2) Presbyterian Church, 1801 17th Ave, N-14, MM 81.53 – 81.56, east side
- 3) Grand Lodge, 1625 17th St, N-14, MM 81.67 – 81.69, east side
- 4) State Theatre, 706 C Ave, US-30, MM 337.58 – 337.60, south side and on C Ave, building face, west side of C Ave
- 5) Commercial Buildings, 1601 – 1615 16th St, US-30, MM 337.60 – 337.63, north side
- 6) Lincoln Manor Bar and Grill and Heber Hord House, 1525 16th St and 1505 16th St, US-30, MM 337.64 – 337.70, north side
- 7) US Post Office, 1512 16th St, US-30, MM 337.64 – 337.67, south side

These Sensitive Area(s) shall be indicated on project plans. (Design)

Seven Sensitive Areas have been identified along this project:

- 1) House, 1819 17th Ave, N-14, MM 81.48 – 81.50, east side
- 2) Presbyterian Church, 1801 17th Ave, N-14, MM 81.53 – 81.56, east side
- 3) Grand Lodge, 1625 17th St, N-14, MM 81.67 – 81.69, east side
- 4) State Theatre, 706 C Ave, US-30, MM 337.58 – 337.60, south side and on C Ave, building face, west side of C Ave
- 5) Commercial Buildings, 1601 – 1615 16th St, US-30, MM 337.60 – 337.63, north side
- 6) Lincoln Manor Bar and Grill and Heber Hord House, 1525 16th St and 1505 16th St, US-30, MM 337.64 – 337.70, north side
- 7) US Post Office, 1512 16th St, US-30, MM 337.64 – 337.67, south side

No grading or project activities, including but not limited to, working, staging, borrowing, stockpiling, or storing material and/or equipment, shall occur within the boundary of the Sensitive Area(s). (Contractor)

Sensitive Areas corresponding to historic building(s) have been identified on this project:

- 1) House, 1819 17th Ave, N-14, MM 81.48 – 81.50, east side
- 2) Presbyterian Church, 1801 17th Ave, N-14, MM 81.53 – 81.56, east side
- 3) Grand Lodge, 1625 17th St, N-14, MM 81.67 – 81.69, east side
- 4) State Theatre, 706 C Ave, US-30, MM 337.58 – 337.60, south side and on C Ave, building face, west side of C Ave
- 5) Commercial Buildings, 1601 – 1615 16th St, US-30, MM 337.60 – 337.63, north side
- 6) Lincoln Manor Bar and Grill and Heber Hord House, 1525 16th St and 1505 16th St, US-30, MM 337.64 – 337.70, north side
- 7) US Post Office, 1512 16th St, US-30, MM 337.64 – 337.67, south side

Concrete sidewalks adjacent to historic buildings shall be removed by sawing and lifting; the use of a jackhammer of any type or size shall not be permitted per Section 601 of the Standard Specifications. When installing new concrete sidewalks adjacent to the historic properties, Section 1015.01 – 1015.04 of the Standard Specifications shall be followed. (Contractor)

Sensitive Areas corresponding to historic building(s) have been identified on this project:

- 1) House, 1819 17th Ave, N-14, MM 81.48 – 81.50, east side

- 2) Presbyterian Church, 1801 17th Ave, N-14, MM 81.53 – 81.56, east side
- 3) Grand Lodge, 1625 17th St, N-14, MM 81.67 – 81.69, east side
- 4) State Theatre, 706 C Ave, US-30, MM 337.58 – 337.60, south side and on C Ave, building face, west side of C Ave
- 5) Commercial Buildings, 1601 – 1615 16th St, US-30, MM 337.60 – 337.63, north side
- 6) Lincoln Manor Bar and Grill and Heber Hord House, 1525 16th St and 1505 16th St, US-30, MM 337.64 - 337.70, north side
- 7) US Post Office, 1512 16th St, US-30, MM 337.64 – 337.67, south side

Any construction activities, materials, or pay items added to a project after letting that will occur adjacent to a historic building identified as a Sensitive Area in the plans or green sheet shall be reviewed by the NDOT Environmental Section. (NDOT District 4 Construction Project Manager)

4.15 Section 4(f) Properties

The contractor shall not complete work, stage, stockpile or store materials within the boundaries of the following Section 4(f) properties: Central City Elementary School, Central Park, North Park or Kernel Field. If it is determined that temporary or permanent right-of-way is required from or access is restricted to a Section 4(f) property, coordination shall occur with NDOT Environmental. (Contractor)

The following properties shall be marked on the project plans as sensitive areas: Central City Elementary School, Central Park, North Park, Kernel Field. (Design)

Temporary signs shall be used to notify trail users of the closures and alternate accesses/routes. (Contractor)

The contractor shall not complete work, stage, stockpile, or store materials within the boundaries of The Dark Island Trail beyond the limits of construction. (Contractor)

Following construction, the area of temporary easement shall be restored to a similar if not improved state as before the construction. (Contractor)

4.16 Hazardous Materials

Unexpected Waste:

If contaminated soils/groundwater or unexpected wastes are discovered, The Contractor shall stop all work within the immediate area. The Contractor shall secure the area of the discovery and notify the NDOT Highway Project Manager (HPM). The Contractor shall not re-enter the discovery area until notified by the HPM. At the time of discovery, the HPM and Contractor shall utilize the NDOT Unexpected Waste Action Plan (UWAP) to coordinate appropriate actions. The actions to be carried out by the HPM are (but not limited to): verification that the Contractor has suspended construction activities in the area of the discovery, contact the Environmental Section Manager and make an entry into Site Manager that an unexpected waste discovery was made. The HPM shall then utilize the UWAP Notification Form (NDOT Form 691) to properly document the extent and type of waste. The HPM will ensure that proper disposal of the waste and any required health and safety mitigation is implemented by the Contractor. The Contractor is required by NDOT's Standard Specification section 107.11 (Hazardous Material Discoveries) to handle and dispose of regulated material in accordance with applicable laws.

Contractor Commitment: If contaminated soils/groundwater or unexpected wastes are discovered, The Contractor shall stop all work within the immediate area. The Contractor shall limit access to authorized personnel within the area of the discovery and notify the NDOT Highway Project Manager (HPM). The Contractor shall not re-enter the discovery area until notified by the HPM. At the time of discovery, the HPM and Contractor shall utilize the NDOT Unexpected Waste Action Plan (UWAP) to

coordinate appropriate actions. The Contractor is required by NDOT's Standard Specification section 107.11 (Hazardous Material Discoveries) to handle and dispose of regulated material in accordance with applicable laws.

Medium Potential Commitment:

There is a medium potential for FMGP contamination to be present in the soils/groundwater at project Central City Viaduct (CN 42013). One location identified below will have a medium potential for contamination to impact the project:

Central City Gas Plant (1224 12 Street): Potential for SVOC contamination of soil and groundwater.

The Contractor shall be aware of the possibility of encountering contamination in this area during construction activities and look for signs such as odor and/or discolored soil. The NDOT Highway Project Manager shall be notified seven days prior to when construction is expected to begin in the suspect area. If contamination is discovered, all work in the immediate area shall be stopped until the Nebraska Department of Environment and Energy (NDEE) and NDOT are notified, and a materials management plan has been developed and approved. The Contractor shall manage the waste in accordance with Title 132, Nebraska Integrated Solid Waste Regulation and Title 128, Nebraska Hazardous Waste Regulations. The Contractor is required by Standard Specification Section 107, Legal Relations and Responsibilities, to handle and dispose of contaminated material in accordance with applicable laws.

Asbestos:

The Contractor shall survey structures/buildings located at 1303 14th Street, 1312 13th Road, and the brick building at GPS coordinates 41.117415, -97.996558 for the presence or absence of asbestos containing material (ACM). The inspector must be certified in accordance with the Nebraska Department of Health and Human Services (DHHS) Nebraska Asbestos Control Program Regulations, Title 178. A list of Licensed Asbestos Inspectors can be found at: <http://dhhs.ne.gov/Pages/Asbestos.aspx>. Documentation of the survey shall be provided to the NDOT Highway Project Manager by the Contractor prior to structure demolition. The Highway Project Manager will record survey documentation in OnBase.

If ACM is found to be present, removal and disposal of the ACM shall be in accordance with DHHS Nebraska Asbestos Control Program Regulations, Title 178 and will occur prior to any bridge demolition or renovation activities. The Contractor shall develop a removal and disposal plan in coordination with a licensed asbestos removal contractor and NDOT. A list of licensed asbestos removal contractors can be found at: <http://dhhs.ne.gov/Pages/Asbestos.aspx>

Contractor Commitment: The Contractor shall survey structure(s) located at 1303 14th St., 1312 13th Rd., and the brick building at GPS coordinates 41.117415, -97.996558 for the presence or absence of asbestos containing material (ACM). The Contractor's inspector must be certified in accordance with the Nebraska Department of Health and Human Services (DHHS) Nebraska Asbestos Control Program Regulations, Title 178. If ACM is found to be present, the Contractor shall develop a removal and disposal plan in coordination with a licensed asbestos removal contractor.

Building Removal:

(Taken from Standard Specifications for Highway Construction 2017 Section 203.01; paragraph 4.)

a. It shall be the responsibility of the Contractor to determine if any of the buildings to be removed have materials containing asbestos. If it is determined that some or all of the buildings contain asbestos, the asbestos shall be removed prior to the building removal. All asbestos shall be removed in accordance with State of Nebraska Health and Human Services Department, Environmental Protection Agency, and the Nebraska Department of Environment

and Energy regulations. A Contractor trained and certified in asbestos handling shall perform all asbestos removal and handling operations.

b. The work of determining if any of the buildings contain asbestos shall be considered subsidiary to the item "Remove Building at ____."

c. The work of asbestos abatement will be paid for as "Extra Work" as described in Subsection 104.04.

Lead Abatement:

There is potential for lead based paint to be found on the bridges painted components. If the method of removal of the components generates paint debris, the waste shall be handled in accordance with NDOT's Standard Specification for Highway Construction Section 732 (Lead-based Paint Removal) and Title 128, Nebraska Hazardous Waste Regulations. Extreme caution shall be taken to minimize the amount of potential lead based painted material or debris from causing or threatening to cause pollution of the air, land and waters of the State. The Contractors implementation plan efforts shall be documented in SWPPPTrack.

4.17 Water Quality

NDOT shall coordinate with the owners of wells that will be directly impacted by the proposed project. If the well is actively used, NDOT shall replace the well or pay the owner to replace the well. NDOT will then have an independent contractor decommission the well after ROW negotiations and acquisitions are complete. If the well is not in use, the Contractor shall decommission the well after negotiations with the owner (NDOT, Contractor)

A licensed Water Well Contractor will decommission any wells in accordance with the Department of Health and Human Services (DHHS) regulations under Nebraska Administrative Code Title 178, Water Well Standards, Chapter 12, Water Well Construction, Pump Installation, and Water Well Decommissioning Standards (Nebraska DHHS 2005). (NDOT, Contractor)

This project requires a Construction Stormwater Permit and that a Storm Water Pollution Prevention Plan (SWPPP) be maintained for the project. The Contractor shall understand the terms and conditions of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with activity from the construction site. For reference, the general permit is posted on the Department's website. (Contractor)

A portion of the project has been identified as being located within the City of Central City Wellhead Protection Area. NDOT's Standard Specifications 107.01, 107.09, and 107.18 will address the contractor's responsibility to keep fully informed of, observe, and comply with all federal, state, and local laws and ordinances that affect the conduct of the work. (NDOT, Contractor)

4.18 Floodplains

The box culverts to carry Warm Slough under the N-14 roadway will be designed to adequately convey flood flows along existing drainage patterns. Construction of the Project will have floodplain encroachments, but Project impacts are certified that federal, state, and local floodplain regulations are met, and a Floodplain Development Permit has been obtained from the appropriate jurisdictions prior to construction. All conditions of the permit will be adhered to during construction. (NDOT Environmental, Contractor)

4.19 Wetlands and Water Resources

All wetlands within the project limits that are not permitted for impact shall be marked on the Project plans and the E Sheet as avoidance areas. (NDOT Roadway Design, NDOT Environmental)

The Contractor shall not stage, store, waste, or stockpile materials and equipment in undisturbed locations or in known/potential wetlands and/or known/potential streams that exhibit a clear "bed and Bank" channel. Potential wetland areas consist of any area that is known to pond water, swampy areas, or areas supporting known wetland vegetation or areas where there is a distinct difference in vegetation (at lower elevations) from the surrounding upland areas. (Contractor)

Avoidance and minimization measures shall be further refined during the preliminary and final design processes as appropriate. The design shall comply with the policy of Executive Order 11990 (42 FR 26961) regarding impacts on wetlands. Additionally, any project using federal transportation funds must adhere to the net gain of wetland policy (23 CFR 777.11(g)), where there shall be no net loss of wetlands across the program in a given year. (NDOT Roadway Design, NDOT Environmental)

4.20 Threatened and Endangered Species

A-1 Changes in Project Scope. If there is a change in the project scope, the project limits, or environmental commitments, the Highway Project Manager shall coordinate with the NDOT Environmental Section to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the NDOT Environmental Section. (*District Construction*)

A-2 Conservation Conditions. Conservation conditions are to be fully implemented within the project limits as shown on the plans. (*District Construction, Contractor*)

A-3 Early Construction Starts. Contractor request for early construction starts must be coordinated by the Project Construction Engineer with NDOT Environmental for approval of early start to ensure avoidance of listed species sensitive lifecycle timeframes. Work in these timeframes could require consultation with the USFWS and NGPC. (*District Construction, Contractor*)

A-4 T&E Species. If federal or state listed species are observed during construction, the Highway Project Manager will contact NDOT Environmental Section to determine if additional species conservation conditions shall be required prior to continuing project construction activities. Contact NDOT Environmental for a reference of federal and state listed species. Coordination with the USFWS and NGPC may be required depending on the species identified and construction activities. (*NDOT Environmental, District Construction, Contractor*)

A-5 Refueling. Refueling will be conducted outside of those sensitive areas identified on the plans, in the contract, and/or marked in the field. (*Contractor*)

A-6 Restricted Activities. The following project activities shall, to the extent possible, be restricted to between the beginning and ending points (stationing, reference posts, mile markers, and/or section-township-range references) of the project, within the right-of-way designated on the project plans: borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites.

For activities outside the project limits, the contractor should refer to the Nebraska Game and Park Commission website to determine which species ranges occur within the off-site area. The contractor should plan accordingly for any species surveys that may be required to approve the use of a borrow site, or other off-site activities. The contractor should review the T&E Matrix agreement (on NDOT's website), where species survey protocols can be found, to estimate the level of effort and timing requirements for surveys.

Any project related activities that occur outside of the project limits must be environmentally cleared/permitted with the Nebraska Game and Parks Commission as well as any other appropriate agencies by the contractor and those clearances/permits submitted to the District Construction Project Manager prior to the start of the above listed project activities. The contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan-sheet or drawing showing the location and dimensions of the activity site, a minimum of 4 different ground photos showing the existing conditions at the proposed activity site, depth to ground water and depth of pit, and the "Platte River depletion status" of the site. The contractor must receive notice of acceptance from NDOT environmental, prior to starting the above listed project activities. These project activities cannot adversely affect state and/or federally listed species or designated critical habitat. (*NDOT Environmental, District Construction, Contractor*).

A-7 Waste/Debris. Construction waste/debris will be disposed of in areas or a manner which will not adversely affect state and/or federally listed species and/or designated critical habitat. (*Contractor*)

A-8 Post Construction Erosion Control. Erosion control activities carried out by NDOT Maintenance or others after construction is complete, but prior to project close-out, shall adhere to any standard conservation conditions for species designated for the project limits during construction. (*NDOT Maintenance, District Construction, Contractor*)

S-1 Fencing. When project-related fence construction/relocation work is required to be done prior to the start of construction, and if the fence work occurs outside urban or cropland areas that are not within swift fox or mountain plover range, then fencing can be \installed/relocated at any time using the following criteria:

- a. the fencing is temporary in nature and/or consists of only hand-driven posts
- b. the work does not compact the soils (ex. through the use of heavy equipment) or cause soil disturbance beyond the driving of posts
- c. within the **whooping crane** migration corridor, work occurring within a half of a mile of wetlands or perennial waters will occur between the hours of 10:00 am to 4:00pm when the work is between March 6 – April 29 or October 9 – November 15

If the fencing work cannot meet these criteria, then NDOT Right-of-Way Division shall coordinate with NDOT Environmental Section prior to the completion of Right-of-way negotiations.

S-2 Platte River Depletions. To the maximum extent practical, efforts will be made to design the project and select borrow sites to prevent depletions to the Platte River. If there is any potential to create a depletion, NDOT (during design) and the Contractor (for borrow sites) shall follow the current Platte River depletion protocols for coordination, minimization, and mitigation. In general, the following are considered de minimis depletions, but may still require agency coordination; a project which: a) creates an annual depletion less than 0.1 acre feet, b) creates a detention basin that detains water for less than 72 hours, c) diverted water that will be returned to its natural basin within 30 days, or d) creates a one-time depletion of less than 10 acre feet. (*NDOT Roadway Design, Contractor*)

S-3 Revegetation. All permanent seeding and plantings (excluding managed landscaped areas) shall use species and composition native to the project vicinity as shown in the Plan for the Roadside Environment. However, within the first 16 feet of the road shoulder or within high erosion prone locations, tall fescue or perennial ryegrass may be used at minimal rates to provide quick groundcover to prevent erosion, unless state or federally listed threatened or endangered plants were identified in the project area during surveys. If listed **plants** were identified, any seed mix requirements identified during resource agency consultations shall be used for the project. (*NDOT Environmental*)

S-4 Sensitive Areas. Environmentally Sensitive Areas will be marked on the plans, in the field, or in the contract by NDOT Environmental for avoidance. (*NDOT Environmental, NDOT Roadway Design, District Construction*)

S-5 Species Surveys. If species surveys are required during the construction phase of the project (including pre-construction surveys), results will be sent by NDOT Environmental Section to the USFWS, NGPC, and if applicable the USACE. (NDOT Environmental, District Construction)

S-6 Permanent LED Lighting (NDOT Design Commitment): Only LED roadway luminaires listed on the NDOT "Nebraska Qualified Material Vendors List" will be considered for use on Nebraska highway lighting projects. Proposed changes to the following LED lighting requirements will require resource agency (USFWS and/or NGPC) coordination and approval prior to installation:

- Nominal CCT – 3000 +/- 300 K
- BUG Ratings – Maximum nominal Backlight (N/A), Uplight (0), Glare (N/A)
- Lumen Output – N/A

Any proposed changes to the listed requirement(s) must be presented to the NDOT Environmental Section for Agency Coordination and approval.

Northern long-eared Bat / Tri-colored Bat

General AMM 1.

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (NDOT Environmental, District, Contractor)

Lighting AMM 1.

Direct temporary lighting away from suitable habitat during the active season (**April 1st – October 31st**). (District, Contractor)

Lighting AMM 2.

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, the goal is to be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (Design, Contractor)

Tree Removal AMM 1.

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (Design, District, Contractor)

Tree Removal AMM 2.

Apply time of year restrictions for tree removal when bats are not likely to be present (**November 1st to March 31st**), or Limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of the existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (NDOT environmental, District, Contractor)

Tree Removal AMM 3.

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (District, Contractor)

Tree Removal AMM 4.

Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year. (*District, Contractor*)

NLEB/TCB -A Structure Removal. Apply time of year (**November 1st to March 31st**) restrictions for structure removal (when bats are not likely to be present). (*NDOT Environmental, District, Contractor*)

4.21 Fish, Wildlife, and Vegetation

In accordance with NDOT's Avian Protection Plan (NDOT 2018), NDOT shall make every effort to schedule clearing and grubbing, large tree removal, or other work activities that may impact migratory bird nests, outside of the primary Nebraska nesting season of April 1 to September 1. If any of the aforementioned activities will be required during this period, a nesting survey shall be completed by a qualified biologist prior to work commencing. Specific to bridge and culvert work, the required survey period extends through September 30. (*NDOT Environmental, Contractor*)

In efforts to maintain aquatic wildlife connectivity, the Selected Alternative may use temporary structures during construction. The use of temporary structures shall facilitate aquatic life movements during construction in accordance with CWA Section 404 Nationwide Permit General Condition No. 2: Aquatic Life Movements. Proposed structures shall be constructed at appropriate sizes and elevations so as not to impede aquatic life movements. (*NDOT Environmental, Contractor*)

To avoid impacts on fish and other aquatic organisms, an erosion control plan and a SWPPP shall be developed and implemented. In accordance with the SWPPP and the requirements in the General Construction Storm Water Permit, NDOT shall inspect all erosion and sediment control BMPs every 14 days and after every precipitation event of 0.5 inch or greater. Any BMP adjustments and repairs shall occur within 7 days of the inspection to ensure that water quality is being protected to the maximum extent practicable. The SWPPP shall be maintained, and discharge points shall be monitored by NDOT until the site is 70 percent revegetated. (*NDOT Environmental, Contractor*)

According to NDOT's Standard Specifications for Highway Construction, Subsection 202.01(2)(b), the Contractor shall be responsible for disposal of all vegetation for NDOT ROW and the limits of construction. Disturbed areas will be seeded in accordance with NDOT's Standard Specifications, Subsection 803.02. Revegetation of the area following construction will occur using seed mixtures containing native grasses, legumes, and forbs to appropriately landscape the region, as specified in NDOT's Plan for the Roadside Environment for a rural highway corridor (NDOT 2008). (*NDOT Environmental, Contractor*)

As stated in NDOT's Standard Specifications for Highway Construction, Subsection 107.12, "The Contractor should prevent the transfer of invasive plant and animal species and should wash all equipment at the Contractor's storage facility prior to entering the construction site. The Contractor should inspect all construction equipment and remove all attached vegetation and animal prior to leaving the construction site." (*NDOT Environmental, Contractor*)

Appropriate mulching materials, as defined in NDOT's Standard Specifications for Highway Construction, Subsection 806.02(1), should be applied and should not include brome hay, rushes, cattails, reed canary grass, wide-bladed grass, or invasive species. All sod, if required, to be applied to the Project should be free from noxious weeds and all other weeds. (*NDOT Environmental, Contractor*)

4.22 ~~Cumulative~~ Detour Impacts

To avoid or minimize ~~cumulative~~ impacts to the transportation network, NDOT district office should consider the timeline of construction on official planned detour routes so that this work is not occurring when the roadway is needed as a detour for this project.

4.23 Public Involvement

Considering the total population affected by the project, the presence of a Spanish-speaking LEP population exceeds the NDOT LEP outreach trigger of 5 percent of the population. Therefore, NDOT will utilize appropriate alternative language assistance measures to outreach to these communities in accordance with the current NDOT LEP Plan. (NDOT Communications)

Any written information that is dispersed to the public regarding this project must be translated into Spanish. Dispersed information does not include highway signs or electronic messaging boards, but does include, for example, public meeting invitations, mailers and postcards, legal notices, news releases, and project map/information handouts. Legal notices and news releases do not need to be translated if they are only to be placed in an English-language media source. Information that is distributed to businesses, public agencies, or to departments representatives of public agencies, does not need to be translated. (NDOT District, NDOT Communications)

If a public meeting is held regarding this project, the written documents prepared for public dispersal (for example, project map/information handouts) at the meeting must be translated into Spanish. There must be a Spanish interpreter present. There must also be clear notice posted. There must also be clear notice posted in Spanish at the meeting that the interpreter is available. (NDOT Communications)

To: NDOT Environmental

From: Sarah Fisher, Highway Programs Specialist NDOT

Date: 7 April 2025

RE: Public Involvement Summary Memo, RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Public Involvement Outreach Requirements for Public Hearing: C.N. 42013, RRZ-TMT-14-2 (123), Central City Viaduct

Based on an analysis of the project scope and a civil rights analysis, a public hearing, targeted mailer in the form of a public notification, legal notice, news release, temporary highway signs, website and a 30-day comment period were used as outreach tools for public involvement on this project.

A public hearing was held at Central City High School and Middle School in Central City, Nebraska on December 18, 2024, from 5:30 – 7:30 p.m., with approximately 155 people in attendance. The public notification involved mailing a postcard with a project location map (in both English and Spanish) to a compiled distribution list of 512 property owners adjacent to the project location, as well as potentially interested parties. Additionally, 84 public and private agencies with potential interest in the project were included in the distribution list, including the Nebraska Trucking Association. A legal notice was placed in a Nebraska Press Association (NPA) recognized newspaper, *The Central City Republican-Nonpareil* on November 28, 2024. Due to a minor text edit of the legal notice, a revised legal notice was placed in *The Central City Republican-Nonpareil* on December 5, 2024. A legal notice in Spanish was also placed in the online newspaper and Facebook of *Buenos Dias Nebraska* on December 14, 2025. Project information was added to NDOT's website at ndot.info/42013.

NDOT Public Involvement received 48 comments during the specified comment period (November 28, 2024 – January 7, 2025), summarized below.

#	Comment Summary	Response
1	Stakeholder (President of the Nebraska Trails Foundation and Vice President of the Platte PEER Group) contributed letters documenting support of expanding Dark Island Trail. Stakeholder wanted the viaduct pathway and Dark Island Trail to be 8 or 10 feet wide. Mentioned support for roundabout. Mentioned have started to pledge fundraising to widen trail.	Appreciated input concerning the project. Thanked for thoughtful comments regarding trail. NDOT appreciates feedback. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback.
2	Stakeholder wondered why do roads need to close for overpass and concerns regarding grain trailers coming in. Stakeholder suggested alternative viaduct from 14 or 92 to bypass Central City and believed that would be cheaper.	Appreciated input concerning the project. Thanked for thoughtful comments regarding at-grade crossings and other alignment alternative. Shared that the purpose of the project is to eliminate conflicts, reduce traffic congestion and delays, and improve operations in downtown. Traffic and crash data highlighted need for improved safety and reduced delays. Proposed viaduct alternative requires the closure of at least two public at-grade crossings for new grade-separation projects which includes the closing of 13th Ave and N-14 at-grade crossings. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.

3	Stakeholder lives next to end of proposed viaduct and wondered what NDOT will do to prevent excessive engine brake noise from trucks and what NDOT will do to stay under noise compliance; wondered how NDOT is going to enforce traffic speeding on bridge and using brakes.	*Response is combined with comment #12. Appreciated input concerning the project. Thanked for comments regarding train speeds and noise. Stated that NDOT has not coordinated with Union Pacific Railroad regarding potential changes to train speeds or horn use. Unknown whether the railroad would adjust factors in response to project. Encouraged stakeholder to share concerns about hydraulic brake noise with Central City's City Administrator, Chris Anderson. Stated that multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.
4	Stakeholder mentioned amount of traffic on Highway 30 and shared concern regarding traffic coming into downtown. Recognized concerns regarding bypass around community but suggested bypass could be better. Suggested alternative viaduct could be Highway south of school. Shared Grand Island did project that mostly bypassed Grand Island.	Appreciated input concerning the project. Thanked for comments suggesting other alignment alternatives. Stated that multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.
5	Stakeholder suggested alternative viaduct east of town by going down 30 or 92.	Appreciated input concerning the project. Thanked for comments suggesting other alignment alternatives. Stated that multiple alternatives were

		carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.
6	Stakeholder owns property that would be north of the viaduct; shared concerns regarding drainage with the slough and flooding north of project.	*Response is combined with comment #48 Appreciated input concerning the project. Thanked for sharing concerns regarding N-14 and US-30 changes, access for semis, and flooding. Stated that the downtown intersection of N-14 and US-30 presents an operational challenge due to the unusual and nonstandard roadway configuration. Poses challenges due to the non-linear alignment of N-14 and US-30. Preferred alternative would alleviate these nonstandard roadway configurations by moving the traffic signals and re-aligning the intersection to the west. Two intersection concepts were considered for the N-14 and 10th Street intersection: a standard T-intersection and a roundabout. The standard T-intersection presented limitations in terms of traffic efficiency. Given the need for smooth traffic movement and clear guidance for southbound drivers merging, the roundabout emerged as the preferred alternative. Refinements to the roadway configuration will be taking place improving traffic flow through the traffic signals for cars and semis. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and

		were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Project does encroach on the floodplains of Trouble Creek and Warm Slough; however, design ensures floodplain regulations are met. New viaduct would span Trouble Creek, and structures like bridges and culverts would be designed to effectively convey floodwaters without increasing the risk of flooding. Preferred Alternative would result in minor impacts to Warm Slough due to the construction of a new box culvert to channel Warm Slough waters beneath the new roadway. This would necessitate the extension of the existing Warm Slough box culvert to accommodate the construction of a roundabout. As part of the design process, a detailed drainage analysis will be conducted to ensure proper water flow. During final design impacts to properties will be minimized but will still have to maintain the functionality of the highway. Thanked for feedback.
7	Stakeholder shared concerns with traffic flow from viaduct on Highway 30. Concerned as traffic comes into town that truck traffic backs up. Spoke with design engineer and was informed a stoplight would be there. Believed even with stoplight traffic will not move that much quicker. Stakeholder suggested a roundabout instead of T intersection to keep traffic moving, wondered if there is another way to design that intersection.	Appreciated input concerning the project. Thanked for comments regarding traffic flow on US-30 and suggesting other intersection alternatives. Stated that additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Refinements to the roadway configuration will take place including minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at

		traffic flow through the downtown areas using traffic signal configurations and updated signal timing. A roundabout was considered for the N-14 and US-30 intersection; however, due to its substantial spatial requirements and potential encroachment on key community assets a roundabout was not deemed suitable for this location. A standard T-intersection was selected as the preferred alternative because it minimizes impacts on surrounding structures and meets traffic flow expectations. Thanked for feedback.
8	Stakeholder (downtown business owner) shared concerns about how the project could affect downtown parking and affect businesses. Stakeholder questioned how many traffic accidents have occurred at 14 and Highway 30. Concerned regarding traffic accommodations and detouring out of town.	Appreciated input concerning the project. Thanked for question regarding crash data at the intersection of US-30 and N-14. Stated that between 2003 and 2013, a total of 64 crashes were recorded at this location. Between 2018 and 2020, the NDOT crash database documented nine reported crashes at this intersection. Thanked for also sharing concerns regarding potential impacts and detours. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking. Sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. Refinements to the roadway configuration will take place including minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Construction would take place over two construction seasons. Traffic along the existing highways would

		remain as-is except for new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary. Thanked for feedback.
9	Stakeholder lives on 10th Street where the roundabout will exit, concerned about traffic cutting through neighborhoods, concerned about safety of elementary kids playing on road.	Appreciated input concerning the project. Thanked for your concerns regarding traffic movements. Stated that highway traffic would be directed by standard highway signing to use the highway system. Traffic familiar with the city may choose local routes to access points within the northwest portion of the city. Traffic choosing these local routes would contend with low-speed local roads and at-grade railroad crossings. Thanked for feedback.
10	Stakeholder owns property at corner of 10th and Highway 14; stated they need the project, but shared concerns regarding potential impacts to property. Stakeholder interested in moving roundabout north to avoid impacting residents. Interested in the Dark Island Trail part of project and wanted the pathway to be 10 feet wide. Would like local infrastructure added, including sewers.	*Response is combined with comments #22, 23, 24, & 25 Appreciated input concerning the project. Thanked for interest in the Dark Island Trail. NDOT appreciates feedback. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the

		design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for suggesting other alignments for the project and concerns regarding potential impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Moving the roundabout further north would require additional property acquisition which would substantially increase project costs. It also lengthens the portion of existing N-14 that would be relinquished to the City. Property rights would need to be of such nature and extent as are adequate for the construction, operation, and maintenance of the project and would be minimized to the extent possible. Once the design footprints have been established, will have a more detailed plan. When contacted by a Right-of-Way representative, please be sure to discuss any issues with them at that time. Acquisitions would be conducted by paying fair market value for the property rights and damages that may occur. Right-of-way acquisitions would be conducted in conformance with Uniform Act (42 USC 4601 et seq.), Title VI of the Civil Rights Act of 1964, and the Nebraska Relocation Assistance Act (Nebraska Revised Statutes Section 76-1214 et seq.). To schedule a meeting to discuss concerns, please contact NDOT District 4. Traffic movements caused by the construction of the project would be monitored. Working with the City, additional signage and traffic control would be added in problem locations. Encouraged to share concerns about sewer and local
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		infrastructure with your local representatives such as City Administrator. Thanked for feedback.
11	Stakeholder advocated for the project due to experience of being in labor and getting stuck behind 2 trains. Stakeholder believed project useful for grain haulers too and supports project. Had navigated the intersection of Highway 30 and N-14 as a bus driver and was struck by other vehicles that did not understand stoplights due to angles. As a bus driver when heading northbound there was not enough space to stop with trains coming. Stakeholder interested in the Dark Island Trail part of project and wanted the pathway to be 10 feet wide for cross country team.	Appreciated input concerning the project. Thanked for sharing comments regarding support of the project. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback.
12	Stakeholder wanted to know if the rail company will keep or increase speeds due to having less crossing grades. Wondered if train noise would decrease due to less crossing grades. Suggested alternative viaduct east of town so no one is affected. Shared experience hauling fuel and stopping at grade crossings.	Response combined with Response #3.
13	Stakeholder interested in the Dark Island Trail part of project and wanted the pathway to be 10 feet wide. Stakeholder represented PEER group that maintains Dark Island Trail. Believed project could affect connectivity of towns to the north. Thought six feet not a lot of space. Shared story of biking with son and having another biker approach him and falling. Does not think eight feet a lot of space.	Appreciated input concerning the project. Thanked for thoughtful comments regarding the trail connection and pedestrian access. NDOT appreciates the feedback from the President of the Platte PEER Group. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback.

14	Property owner near proposed roundabout wondered why there would not be a roundabout or some other kind of a traffic signal on the south end of the bypass over the overpass. Shared concerns regarding having more traffic on Highway 30 if going to have three-way stop. Concerned regarding the potential for Warm Slough impacts and wonders if there will be a culvert to go east.	Appreciated input concerning the project. Thanked for comments suggesting other alignment alternatives and concerns regarding the Warm Slough. Stated that a roundabout was considered for the N-14 and US-30 intersection; however, due to its substantial spatial requirements and potential encroachment on key community assets a roundabout was not deemed suitable for this location. A standard T-intersection was selected as the preferred alternative because it minimizes impacts on surrounding structures and meets traffic flow expectations. During final design the intersection will be analyzed to determine if a signal or other intersection control alternatives are warranted. For more information refer to the Draft EA on the NDOT website. Project does encroach on the floodplains of Trouble Creek and Warm Slough; however, design ensures floodplain regulations are met. New viaduct would span Trouble Creek, and structures like bridges and culverts would be designed to effectively convey floodwaters without increasing the risk of flooding. Preferred Alternative would result in minor impacts to Warm Slough due to the construction of a new box culvert to channel. As part of the design process, a detailed drainage analysis will be conducted to ensure proper water flow. During final design impacts to properties will be minimized. Thanked for feedback.
15	Stakeholder concerned about additional traffic and noise as they live near Highway 14 on 11th St. Concerned about traffic cutting through neighborhoods since 10th and 11th Streets are dirt roads. Stakeholder wondered why the project does not extend length past Atlantic Homes to avoid property impacts. Concerned regarding the Warm Slough impacts as a couple years ago it flooded. Concerned about local issue if they would have to pave roads and if homeowners would cover	Appreciated input concerning the project. Thanked for comments suggesting other alignment alternatives and concerns regarding potential project impacts. Stated that multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing

	costs. Stakeholder wondered if highway between Grand Island and Central City ever extends to have additional lanes, how that would affect the flow coming into Central City in the future.	impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). A version of Draft EA is on the NDOT website. Moving the roundabout further north would require additional property acquisition which would substantially increase project costs. It also lengthens the portion of existing N-14 that would be relinquished to the City. Project does encroach on the floodplains of Trouble Creek and Warm Slough; however, design ensures floodplain regulations are met. New viaduct would span Trouble Creek, and structures like bridges and culverts would be designed to effectively convey floodwaters without increasing the risk of flooding. Preferred Alternative would result in minor impacts to Warm Slough due to the construction of a new box culvert to channel. As part of the design process, a detailed drainage analysis will be conducted to ensure proper water flow. Highway traffic would be directed by standard highway signing to use the highway system. Traffic familiar with the city may choose local routes to access points within the northwest portion of the city. Traffic choosing these local routes would contend with low-speed local roads and at-grade railroad crossings. Project improvements are restricted to infrastructure improvements related to the highway system only. Improvements to streets and city infrastructure not affected by the project improvements are the responsibility of the city and county. Improvements with this project are addressing highway traffic along US-30 and N-14 within the city limits. Impacts associated with highway traffic outside of the city limits are part of
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		the long-term planning and would also take into consideration the current improvements of the project. Thanked for feedback.
16	Stakeholder wondered if it would be possible to move the roundabout up to O Street to avoid property impacts and to follow the Old Burlington Northern Rail Line. Also shared concerns regarding overflow traffic on 10 th and 11 th Streets. Concerned regarding noise nuisance from trucks slowing down at potential roundabout.	Appreciated input concerning the project. Thanked for comments suggesting other alignment alternatives and concerns regarding impacts. Stated that multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Moving the roundabout further north would require additional property acquisition which would substantially increase project costs. It also lengthens the portion of existing N-14 that would be relinquished to the City. Thanked for sharing concerns regarding traffic noise. Proposed roundabout and viaduct designed to reduce vehicle speeds, which may decrease noise levels. A noise analysis concluded that there would be no substantial increase. Encouraged to share concerns about hydraulic brake noise with Central City's City Administrator. Thanked for feedback.
17	Stakeholder thought project is unnecessary since elevator does not block crossings.	Appreciated input concerning the project. Thanked for comments. Stated that multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in

		detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.
18	Stakeholder concerned Pinnacle Investment office and McIlnay Hardware not having customer parking by buildings. Concerned how the project could affect downtown parking and businesses. Shared True Value and McIlnay Hardware have semi-trucks deliver to them.	Appreciated input concerning the project. Stated that refinements to the roadway configuration will take place including minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Thanked for feedback.
19	Stakeholder concerned how the project could affect downtown businesses with construction for two years. Shared concern to ensure customers and travelers can still access businesses. Believes detours or disruptions may jeopardize businesses.	Appreciated input concerning the project. Thanked for comments regarding impacts. Construction would take place over two construction seasons. Traffic along the existing highways will remain as-is except for new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary.
20	Stakeholder lives on Highway 14 and has seen traffic increase with ethanol plant. Traffic uses hydraulic brakes near house. Concerned regarding noise nuisance from trucks slowing down.	Appreciated input concerning the project. Thanked for sharing concerns regarding traffic noise, potential impacts and Warm Slough. Refer to Draft EA for more

	Wondered if it would be possible to move the roundabout to follow the Old Burlington tracks to avoid impacts.	information on alternatives considered. Moving the roundabout further north would require additional property acquisition which would substantially increase project costs. It also lengthens the portion of existing N-14 that would be relinquished to the City. Proposed roundabout and viaduct designed to reduce vehicle speeds, which may decrease noise levels. A noise analysis concluded that there would be no substantial increase. Encouraged to share concerns about hydraulic brake noise with Central City's City Administrator. Parking is being removed in areas to enhance roadway safety. New highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking. Sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings. Impacts would be refined to minimize loss of parking. Thanked for feedback.
21	Suggested alternative viaduct by paving County Road 17. Suggested keeping the railroad crossing at N-14 and Highway 30 open. Believed the intersection east of the mall would bottle neck. Concerned traffic going west on 30 would have to make a left turn. Believed railroad crossing too busy to close.	Appreciated input concerning the project. Thanked for comments suggesting alignment alternatives and concerns regarding closures of at-grade crossings. Stated that the proposed viaduct alternative requires the closure of at least two public at-grade crossings for new grade-separation projects which includes the closing of 13th Ave and N-14 at-grade crossings. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.

22	Stakeholder wondered if it would be possible to move the roundabout to avoid impacts. Shared thoughts regarding moving the roundabout two blocks north or using some of the land in front of the manufacturing plant. Shared residence north of the factory is uninhabited.	Response combined with Response #10.
23	Stakeholder wanted to know how affected property owners will be compensated for loss of land, noise and light pollution.	Response combined with Response #10.
24	Stakeholder concerned about property impacts with sidewalks placed around roundabout. Concerned this will impact yard and sprinklers.	Response combined with Response #10.
25	Stakeholder wanted to meet with the project designers as potentially impacted property owners. Shared was not able to talk with planners for a long time at meeting.	Response combined with Response #10.
26	Stakeholder opposed rerouting Highway 14. Believes Highway 14 is not the busy road. Believes Highway 30 is busy and does not think project will address this. Believes cost could be used on maintenance on Highway 30 or expanding lanes.	Appreciated input concerning the project. Thanked for comments regarding relocation of N-14. Stated that the primary purpose of this project is to close the railroad crossing and construct a viaduct. US-30 is not the focus of this project. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.
27	Stakeholder concerned how the project could affect downtown parking. Believes parking on north side of Highway 30 is risky due to traffic. Wants hard surfacing to alleys. Concerned about roundabout affecting residential properties. Believes roundabout would be better located further north. Shared concerns regarding hydraulic brake noise. Concerned regarding the Warm Slough impacts.	Response combined with Response #20.
28	Stakeholder interested in the Dark Island Trail part of project and wanted the pathway to be 10 feet wide.	Appreciated input concerning the project. Thanked for comments regarding trail. NDOT appreciates feedback. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and

		bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback.
29	Stakeholder believes project is welcome and needed. Lives at Willow Bend 3 miles south of Central City near trail. Stakeholder interested in the Dark Island Trail part of project. Concerned regarding 8 feet of trail. Wants the pathway to be 10 or 12 feet wide. Shared experience biking 9-foot-wide trail.	Appreciated input concerning the project. Thanked for comments regarding trail. NDOT appreciates feedback. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback.
30	Stakeholder wanted alternative viaduct on Highway 14. Believes route proposed is inconvenient.	Appreciated input concerning the project. Thanked for suggesting other alignment alternatives. Stated that aligning a viaduct along N-14 would have substantial potential impacts to businesses in downtown Central City. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. Thanked for feedback.

31	Stakeholder concerned about wetland impacts. Wonders if mitigation is required. Concerned how the project could affect downtown parking. Wants off-street parking areas with signage and paving.	Appreciated input concerning the project. Thanked for sharing your concerns regarding wetland impacts and downtown parking. Stated that wetlands were identified within the Study Area during delineations conducted in 2023. Construction of the Preferred Alternative would require a Permit from USACE. Temporary and permanent impacts to wetlands are anticipated and will be addressed in permitting process. Any temporary impacted wetlands would be restored to pre-construction condition or better. Wetlands that are not permitted for impact would be marked as avoidance areas. Avoidance and minimization measures will be further refined during the preliminary and final design processes. Refinements to the roadway configuration will take place including minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Thanked for feedback.
32	Stakeholder supports project due to experience as a medical provider. Works at local hospital and is Director of Medical Emergency Services for over 20 years. Experienced two incidents day of hearing where residents north of tracks had to find crossing out of town. Estimated that 20–30 similar incidents occur annually. Collogue was unable to cross the tracks and witness middle school students crawling through train to get to school. Shared on a weekly basis ambulance, fire, and police services face delays due to blocked train crossings.	Appreciated input concerning the project. Thanked for sharing support of the project. NDOT values input and appreciates taking the time to share concerns. Appreciate participation on this project.
33	Stakeholder (business owner) concerned how the project could affect downtown parking and impact deliveries to business. Wanted to confirm will still have parking behind building. Concerned delivery trucks would be inconvenienced unloading.	Appreciated input concerning the project. Thanked for sharing for sharing concerns regarding potential impacts. Stated that the proposed project would not be impacting parking on US-30; parking on B Ave

		would be impacted. Parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. During final design, impacts will be refined to minimize loss of parking. Refinements to the roadway configuration will take place including minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Thanked for feedback.
34	Stakeholder supported project. Interested in the Dark Island Trail part of project and wanted the pathway to be widened for future potential projects using federal funds. Shared those who wanted to move route should have provided input in 2016.	Appreciated input concerning the project. Thanked for comments regarding trail. NDOT appreciates feedback. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback.
35	Stakeholder shared that they would be open to having 8' of property taken to keep parking in front of building.	Appreciated input concerning the project. Thanked for sharing your concerns regarding potential impacts. Parking is being removed in areas to

		enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. During final design, impacts will be refined to minimize loss of parking. Thanked for feedback.
36	Stakeholder concerned two years construction is alarming. Wondered how many crashes have occurred at Highway 14 and US-30. Concerned about parking spot and business impacts. Would be open to having 8' of property taken to keep parking in front of building.	Response combined with Response #8.
37	Stakeholder who is part of fire department is concerned half of fire department lives on north side of tracks. Concerned regarding closing crossings slowing emergency response times. Shared overpass should have been added 50 years ago. Suggested elevating railroad tracks. Does not think size of Central City needs a roundabout or overpass. Only has seen two accidents in time as fire fighter. Wondered about the changes to the downtown intersection and believes overpass and roundabout will be bigger hassle. Thinks moving bank is ridiculous. Believes everyone used to downtown intersection. Believes engineer will need to spend more time in Central City.	Appreciated input concerning the project. Thanked for sharing concerns regarding emergency response routes. Understand the importance of ensuring timely access for fire and ambulance crews. Proposed viaduct would provide an unobstructed crossing point, helping to ensure consistent and reliable access for emergency responders. Additionally, the at-grade crossings at F Avenue and C Avenue in Central City would remain open. The current downtown intersection where N-14 and US-30 meet presents operational challenges. The intersection is skewed, causing driver confusion and increasing the likelihood of sideswipe accidents. Data from NDOT crash reports indicate that this intersection has a higher crash rate. A revised safety analysis from 2018-2020 shows that while the crash rate has slightly improved, incidents still predominantly involve semi-trucks. The proposed changes aim to improve safety and reduce crashes, creating a more predictable and safer traffic flow. Appreciate

		concerns and encourage further discussion about the project. Alternatives to raise the railroad through town were evaluated early in the project development process with significant impacts to historic properties, roadways, traffic patterns, floodplains, and other resources. Additionally, the substantial cost associated with this alternative made it impractical when compared to other alternatives. Consequently, these alternatives were eliminated from further consideration prior to the first public meeting. Thanked for feedback.
38	Stakeholder shared concerns of the Central City Area Chamber of Commerce. Concerned how the project could affect downtown businesses due to project duration, parking limitations and diversion of traffic. Concerned since parking is along Highway 30 and there are not public parking lots. Concerned that not always safe for pedestrians and cyclists to cross Highway 30 to access those businesses and traffic volume is a deterrent to many.	Appreciated input concerning the project. Thanked for sharing concerns regarding potential impacts. Stated that parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Design of new intersection of US-30 and the new northbound N-14 does not include traffic signals at the intersection. During final design the intersection

		will be analyzed to determine if a signal is warranted at this location or other intersection control alternatives are warranted. This will look at traffic movements as well as pedestrian crossings. Pedestrian crossings in the vicinity of the new intersection may warrant additional safety treatments. Construction would take place over two construction seasons. Traffic along the existing highways would remain as-is except for new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary. Thanked for feedback.
39	Stakeholder concerned as a business owner about the lack of parking along Highway 30. Will lose direct parking in front of their building. Concerned customers would not search for a spot. Concerned detour will direct traffic away from local businesses.	Appreciated input concerning the project. Thanked for sharing your concerns regarding potential impacts. Stated that parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing

		parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Construction would take place over two construction seasons. Traffic along the existing highways would remain as-is except for new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary. Thanked for feedback.
40	Stakeholder concerned how the project could affect downtown by eliminating parking in front of businesses. Concerned regarding traffic accommodations and detouring out of town impacting business. Interested in the Dark Island Trail part of project and wants the pathway to be 10 feet wide for potential future projects. Concerned regarding traffic increase. Concerned railroad near Ethanol plant stops for long time and causes traffic backup.	Appreciated input concerning the project. Thanked for comments regarding trail. NDOT appreciates feedback. Stated that NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and bridges. In financial partnership with Central City, the project would have included an 8-foot-wide sidewalk and transition to a 6-foot-wide sidewalk. NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path. Thanked for feedback. Parking is being

		removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. The improvements with this project are addressing highway traffic along US-30 and N-14 within the city limits. Impacts associated with highway traffic outside of the city limits are part of the long-term planning and would also take into consideration the current improvements of the project. Construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck
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		traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary. Thanked for feedback.
41	Concerned regarding truck traffic on 16th St and would like lower speeds for the three blocks of residents.	Appreciated input concerning the project. Thanked for concerns regarding truck traffic and speed limits. After construction of the project, speed limits would be evaluated to match the highway use and surrounding areas. Thanked for feedback.
42	Stakeholder concerned emergency services were not included in information gathering. Stakeholder believed there is not an issue accessing the north side. Believed traffic on Hwy 30 is a much larger issue. Concerned regarding the curve of the viaduct and the roundabout. Stakeholder in favor of C Avenue crossing kept open and closing F Ave and leaving 13 th St. Would like to review project with NDOT.	Thanked for sharing concerns regarding the proposed alternative. Coordination with emergency services is an essential part of the project development process; appreciate stakeholder's offer to provide additional information. Public meetings were held in 2016 and 2021 to gather input and discuss the project with the community, including emergency services. Welcome the opportunity to engage further with emergency service providers. Encouraged stakeholder to contact NDOT District 4 if they would like to schedule a meeting. Appreciate support for keeping the C Avenue crossing open and feedback regarding the F Avenue and 13th Street crossings. A new grade separation project requires the closure of at least two public at-grade crossings, including one at or near the grade separation. 13th Street is the closest crossing to the viaduct. Refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the

		downtown areas using traffic signal configurations and updated signal timing. The roadway alignment is designed using highway standards and the speed limit would be posted accordingly. The roadway has 6-foot shoulders to accommodate farm vehicles and is curbed to control roadway drainage. Thanked for feedback.
43	Stakeholder and lifelong resident understands need for project, but concerned regarding combination of traffic of Hwy 14 and 30; wanted to know how project would move traffic more freely. Concerned regarding traffic accommodations and detouring out of town impacting business. Wanted to know duration of detours. Stakeholder wondered why overpass was not on west side of Central City.	Appreciated input concerning the project. Thanked for concerns regarding potential impacts. Stated that the primary needs of the project are to eliminate conflicts between trains and vehicles, reduce traffic congestion, and improve operations in downtown Central City. Evaluation of potential alternatives is included in the Draft EA available on the NDOT website. Refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction.

		NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary. Thanked for feedback.
44	Stakeholder does not believe viaduct needed. Believes elevator does not block the intersection like they used to. Suggested viaduct alternative on Highway 14 south from Fullerton straight south to Highway 30 to bypass Central City.	Response combined with Response #2.
45	Stakeholder suggested traffic signal alternatives instead of roundabout or four-way stop. Wanted traffic signal at bottom of overpass where road joins US-30. Suggested changing one ways and suggested intersection alternative to continue traffic signal at Highway 14 and US-30. Wanted wider turn south at Highway 14 and US-30.	Appreciated input concerning the project. Thanked for comments suggesting changes to the proposed project. Stated that two intersection concepts were considered for the N-14 and 10th Street intersection: a standard T-intersection and a roundabout. The standard T-intersection presented limitations in terms of traffic efficiency. Given the need for smooth traffic movement and clear guidance for southbound drivers merging, the roundabout emerged as the preferred alternative. Thanked for suggestion regarding the installation of a traffic light at the bottom of the overpass where the road joins US-30. Stated that during final design the intersection will be analyzed to determine if a signal is warranted. For more information on intersection alternatives considered, please refer to the Draft EA on the NDOT website. Downtown intersection of N-14 and US-30 presents an operational challenge due to the unusual and nonstandard roadway configuration. Poses challenges due to the non-linear alignment of N-14 and US-30. Preferred alternative would alleviate these nonstandard roadway configurations by moving the traffic signals and re-aligning the intersection to

		the west. The proposed changes aim to reduce crashes and improve traffic safety and efficiency. The goal is to enhance safety and efficiency for all drivers, improving overall traffic flow and reducing crash risks. Thanked for feedback.
46	Stakeholder suggested bypass alternative to south of Central City. Suggested roundabout at intersection of Highway 14 and US-30.	Appreciated input concerning the project. Thanked for comments suggesting other alignment alternatives. Stated that downtown intersection of N-14 and US-30 presents an operational challenge due to the unusual and nonstandard roadway configuration. Poses challenges due to the non-linear alignment of N-14 and US-30. Preferred alternative would alleviate these nonstandard roadway configurations by moving the traffic signals and re-aligning the intersection to the west. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing impacts. These alternatives were discussed at meetings in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA). Additional information can be found in the Draft EA which is available for review on the NDOT website. A roundabout was considered for the N-14 and US-30 intersection; however, due to its substantial spatial requirements and potential encroachment on key community assets a roundabout was not deemed suitable for this location. A standard T-intersection was selected as the preferred alternative because it minimizes impacts on surrounding structures and meets traffic flow expectations. Thanked for feedback.

47	Stakeholder concerned regarding impacts to downtown businesses during construction. Concerned regarding roundabout affecting residents. Does not believe roundabout is necessary. Depends on majority of business from outside patronage.	Appreciated input concerning the project. Thanked for sharing concerns regarding potential project impacts. Stated that construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction. The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary. Refinements to the roadway configuration will be taking place. This will include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing. Two intersection concepts were considered for the N-14 and 10th Street intersection: a standard T-intersection and a roundabout. The standard T-intersection, while conforming to conventional design principles, presented limitations in terms of traffic efficiency. Given the need for smooth traffic movement along the relocated N-14 and clear
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		guidance for southbound drivers merging onto the new facility, the roundabout emerged as the preferred alternative. During final design, the impacts to properties would be evaluated and minimized when possible. Thanked for feedback.
48	Stakeholder concerned regarding Hwy 30 and 14 changes and intersecting more. Concerned this could cause delays and backups. Concerned regarding space for semis from ethanol plant and cattle as well along proposed route and roundabout. Stakeholder also had flooding concerns. Believes viaduct should be moved east near old railroad crossing north of town.	Response combined with Response #6.

Public Notification (Postcard Front)

Public Hearing / Audiencia pública

RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

The Nebraska Department of Transportation (NDOT) is hosting a public hearing regarding the preliminary design and draft Environmental Assessment (EA) for the Central City Viaduct project. A formal presentation will begin at 6:00 PM, with an open house to follow. Project information will be available, and NDOT representatives will be present to answer your questions and receive comments.

Identified as Central City Viaduct, the proposed project would construct a viaduct in Central City, Nebraska located in Merrick County. The preferred alternative would be located on U.S. Highway 30 (US-30) between C Avenue and 13th Avenue and on Nebraska Highway 14 (N-14) between 19th Street and just north of 10th Street. A portion of N-14 would be constructed on a new alignment from US-30 halfway between 14th Avenue and 13th Avenue, proceeding north crossing over the Union Pacific Railroad (UPRR) and then proceeding west to connect back to existing N-14 at 10th Street.

These improvements would consist of constructing a 580-foot long viaduct over the UPRR. The roadway would be a two-lane curbed urban roadway with 12-foot-wide lanes and 6-foot-wide shoulders and a sidewalk on one side of the roadway. The two existing at-grade UPRR crossings at N-14/17th Avenue and 13th Street would be closed as part of this project. The north intersection that ties into existing N-14 would be a roundabout. The south intersection with US-30 would be a T-intersection.

*NDOT will make every reasonable accommodation to provide accessible meeting facilities for all persons. Appropriate provisions for the hearing and visually challenged or persons with Limited English Proficiency (LEP) will be made if the Department is notified by **December 11, 2024**.*

El Departamento de Transporte de Nebraska (NDOT, por sus siglas en inglés) está organizando una audiencia pública sobre el diseño preliminar y el borrador de la Evaluación Ambiental (EA, por sus siglas en inglés) para el proyecto del Viaducto de Central City. La presentación formal comenzará a las 6:00 PM, con una jornada de puertas abiertas a continuación. La información del proyecto estará disponible y los representantes de NDOT estarán presentes para responder a sus preguntas y recibir comentarios.

Identificado como Viaducto de Central City, el proyecto propuesto construiría un viaducto en Central City, Nebraska, ubicado en el condado de Merrick. La alternativa preferida estaría ubicada en la U.S. Highway 30 (US-30) entre C Avenue y 13th Avenue y en Nebraska Highway 14 (N-14) entre 19th Street y justo al norte de la 10th Street. Una parte de la N-14 se construiría en una nueva alineación desde la US-30 a medio camino entre la 14th Avenue y la 13th Avenue, avanzando hacia el norte cruzando Union Pacific Railroad (UPRR) y luego hacia el oeste para conectarse nuevamente con la N-14 existente en la 10th Street.

Estas mejoras consistirían en la construcción de un viaducto de 580 pies de largo sobre la UPRR. La carretera sería una vía urbana de dos carriles con carriles de 12 pies de ancho y arcenes de 6 pies de ancho y una acera a un lado de la carretera. Los dos cruces a nivel de la UPRR existentes en N-14/17th Avenue y 13th Street se cerrarían como parte de este proyecto. El cruce norte que enlaza con la actual N-14 sería una rotonda. La intersección sur con la US-30 sería una intersección en T.

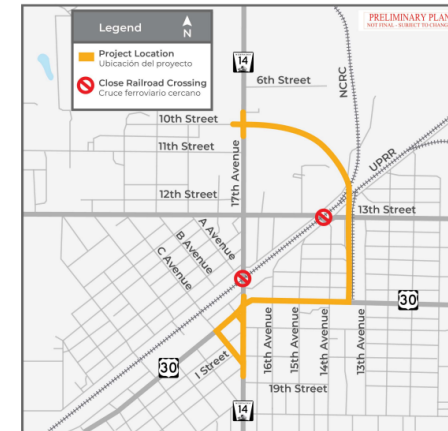
*El NDOT hará todos los ajustes razonables para proporcionar instalaciones de reunión accesibles para todas las personas. Se tomarán las medidas adecuadas para las personas con discapacidades auditivas o visuales o con dominio limitado del inglés (LEP) si se notifica al Departamento antes del **11 de diciembre de 2024**.*

Please Join Us! ¡Por favor acompañanos!

Date: December 18, 2024
Fecha: 18 de diciembre de 2024

Time: 5:30 – 7:30 PM
Hora: Presentación at/ Presentación a las 6:00 PM

Location: Performing Arts Center
Ubicación: Central City High School and Middle School
1510 28th St
Central City, NE 68826



Comments will be collected through **January 7, 2025** and should be submitted to:

Los comentarios se recopilarán hasta el **7 de enero de 2025** y deberán enviarse a:

Sarah Fisher
NDOT Public Involvement
P.O. Box 94759, Lincoln, NE 68509-4759
sarah.fisher@nebraska.gov
(402) 479-3832

An electronic version of the draft EA is now available for review on the project website. See opposite side of the postcard for physical locations where the draft EA is available. More information regarding the proposed project will be available the day of the hearing at ndot.info/42013.

Una versión electrónica del borrador del EA ya está disponible para su revisión en el sitio web del proyecto. Consulte el lado opuesto de la postal para conocer las ubicaciones físicas donde está disponible el borrador del EA. Más información sobre el proyecto propuesto estará disponible el día de la audiencia en ndot.info/42013.

For those without internet access, information may be obtained at NDOT Headquarters:

Para quienes no tienen acceso a Internet, pueden obtener información en la sede del NDOT:

1500 Nebraska Parkway,
Lincoln, NE 68502 or by contacting/o contactando a:

Wes Wahlgren
NDOT District 4 Engineer
wes.wahlgren@nebraska.gov
(308) 385-6265

SCAN ME! ¡ESCANÉAME!



ndot.info/42013

Public Notification (Postcard Back)



Central City Viaduct Project

c/o Sarah Fisher
PO Box 94759
Lincoln, NE 68509-4759

You're Invited to a Public Hearing! ¡Estás invitado a una audiencia pública!



Date: December 18, 2024
Fecha: 18 de diciembre de 2024



Time: 5:30 – 7:30 PM
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Location: Performing Arts Center

Ubicación: Central City High School and Middle School
1510 28th St
Central City, NE 68826

Copies of the draft Environmental Assessment are available for review at the following locations:

Copias del borrador de la Evaluación Ambiental están disponibles para su revisión en los siguientes lugares:

- NDOT Headquarters (1500 Nebraska Parkway, Lincoln, NE)
- FHWA Nebraska Division (100 Centennial Mall N., Ste 220, Lincoln, NE)
- NDOT District 4 Headquarters (211 N Tilden St, Grand Island, NE)
- Central City Public Library (1604 15th Ave, Central City, NE)



NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

[illegible]

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

What is your overall satisfaction with the proposed project?

Very Dissatisfied	Somewhat Dissatisfied	Neutral	Somewhat Satisfied	Very Satisfied
☐	☐	☐	☐	☐

Name: (Please Print) _____

Address: _____

City, State, Zip: _____

Phone: _____ Email: _____

Written comments submitted to NDOT are considered public information and may be shared with appropriate local, state, or federal agencies, as well as the general public, as part of the project development process.

(Fold here)

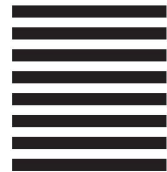


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NEBRASKA DEPT OF TRANSPORTATION
PO BOX 94759
LINCOLN, NE 68509-9983



(Fold here)

(Tape closed - Do not staple)

Public Comments/Responses



Subject: Renewed Advocacy for a 10-Foot Trail and 8-Foot Extension Beyond the Viaduct

Dear Central City Council Members, City Administrator Chris Anderson, and NDOT Leadership,

On behalf of the Nebraska Trails Foundation and Bike Walk Nebraska, we are writing to renew our advocacy for a **10-foot-wide pedestrian and bike trail** on the Central City Viaduct and urge you to extend the trail beyond the viaduct to at least **eight feet wide**, with a recommended two-foot paved section to the curb.

The newly released project plans offer an exciting opportunity to enhance regional trail connectivity. However, the current design of a six-foot trail beyond the viaduct does not meet the needs of modern shared-use infrastructure. A widened eight- or ten-foot trail will ensure safe passage for cyclists, walkers, and other users, while also meeting federal guidelines that are critical for securing funding.

Key Benefits of Widening the Trail

1. **Safety and Usability:** Wider trails accommodate all users more effectively, reducing conflicts and promoting a safer experience. Extending the trail to the curb with an additional two feet of paving is a practical and cost-effective solution.
2. **Tourism and Economic Growth:** A seamless, wide trail enhances connections to the **Dark Island Trail** and surrounding communities, supporting tourism and local businesses.
3. **Long-Term Planning:** Ensuring adequate trail width now avoids costly retrofitting in the future and sets a precedent for high-quality infrastructure in Central City.

Our Commitment

We remain committed to collaborating on funding opportunities and have partnered with the Platte PEER Group, which has pledged **\$20,000** toward matching funds. We also stand ready to assist with securing additional grants, including TAP, RAISE, CMAQ, and others.

This project is an important step forward for our community. We urge you to prioritize the safety, connectivity, and long-term benefits of this infrastructure by widening the trail both on and beyond the viaduct.

Thank you for your consideration. We look forward to working together to make this project a success.

A stylized black ink signature of Jason Buss.

Jason Buss
President, Nebraska Trails Foundation
308-227-8703
bussjason@gmail.com

A stylized blue ink signature of Julie Harris.

Julie Harris
Executive Director, Bike Walk Nebraska
402-699-3037
julie@bikewalknebraska.org



Central City Council Members, City Administrator Chris Anderson and NDOT Leadership,

Subject: Request to Maintain a 10-Foot Pedestrian Trail for the [Central City Viaduct](#)

We are writing to advocate for maintaining a full 10-foot-wide pedestrian trail as part of the Central City Viaduct project. The difference between a 10-foot trail and a 7-foot sidewalk is not merely a matter of convenience; it is crucial for safety.

A wider trail significantly reduces conflicts between different users. Imagine riding your bike to the farmer's market at Wild Roots on a Saturday morning and while riding down the viaduct encountering a pedestrian walking a dog or another cyclist heading in the opposite direction. With a 7-foot width, such interactions could force you to dismount or risk a collision, whereas a 10-foot trail provides space for everyone to pass safely and comfortably. The comparison images on the second page further illustrate the benefits of a wider trail. I urge you to consider the long-term safety and accessibility advantages when finalizing the design.

According to the Federal Highway Administration's Course On Bicycle And Pedestrian Transportation, "Bridge crossings are essential to pedestrians and bicyclists. Whenever possible, the sidewalks should be continued with their full width....When sidewalks are placed on only one side, they should be wider in order to accommodate large volumes of pedestrian traffic." It should be noted that pedestrian connectivity following these design guidelines has been added to Nebraska bridge projects in the recent past, specifically in Columbus and Plattsmouth.

The need for safe and accessible connectivity for people biking, walking or using wheelchairs should never be deprioritized as we design our infrastructure. Bridges and viaducts are especially critical, as they are impossible to change once built; we must get it right when we have the opportunity because the next chance to fix a problem won't come along for another generation. We simply cannot afford to be shortsighted about this.

In Nebraska's [Statewide Comprehensive Outdoor Recreation Plan \(SCORP\)](#), In Nebraska's Statewide Comprehensive Outdoor Recreation Plan (SCORP), a statewide survey identified trails as the most important recreational resource among 28 different facility and activity options. Respondents also ranked trails as the top priority for new additions. The Dark Island Trail is a tremendous asset to the communities of Merrick and Hamilton Counties, attracting visitors from near and far.

The Nebraska Trails Foundation played a key role in the creation of the Dark Island Trail and continues to support it through a dedicated fund, which could potentially contribute to this project. Additionally, several federal infrastructure grants may be available to help with funding. Our local partners, the Platte PEER Group, the nonprofit organization responsible for the rural portion of the Dark Island Trail, have committed to raising a portion of the costs. We offer resources to guide and support grant applications.

As you prepare for this week's meeting, we would welcome the opportunity to discuss the project with the council ahead of their decision on pre-engineering design.

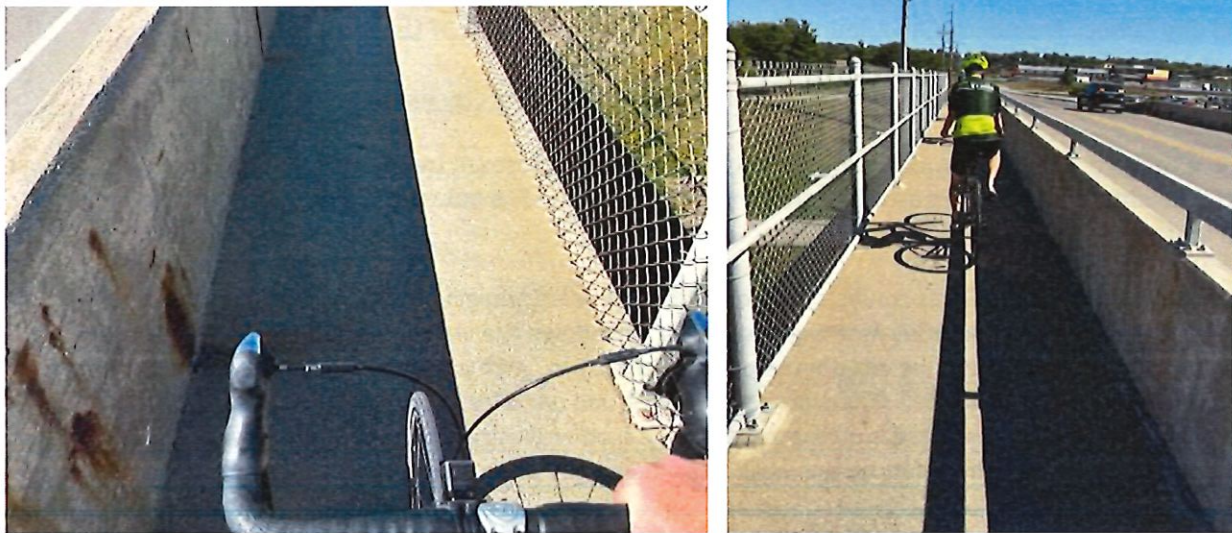
A handwritten signature in black ink, appearing to read "JB", followed by a horizontal line.

Jason Buss
President, Nebraska Trails Foundation
308-227-8703
bussjason@gmail.com

A handwritten signature in black ink, appearing to read "Julie Harris", written in a cursive style.

Julie Harris
Executive Director, Bike Walk Nebraska
402-699-3037
julie@bikewalknebraska.org

For comparison, I took a few pictures from La Vista sidewalk width vs Norfolk trail width crossing for comparison. Keep in mind these crossings remain at a flat grade whereas a viaduct will have significant grade increasing downhill speed for a cyclist and the potential risk with encounters.



La Vista (Sidewalk Width)

Not enough space if you meet another cyclist or a person with a dog on a leash.



Norfolk (Trail Width)



Jason Buss <bussjason@gmail.com>

Renewed Support for 10-Foot Trail on the Central City Viaduct and Extension Beyond the Viaduct

Bader Memorial Park <baderpark73@yahoo.com>

Wed, Dec 18, 2024 at 12:49 PM

Reply-To: Bader Memorial Park <baderpark73@yahoo.com>

To: "chris@cc-ne.com" <chris@cc-ne.com>, Miles McGinnis <ccecdev@gmail.com>, "vicki.kramer@nebraska.gov"

<vicki.kramer@nebraska.gov>, Jarrod Walker <jarrod.walker@nebraska.gov>

Cc: John Boeder <johnwboeder@gmail.com>, Jason Buss <bussjason@gmail.com>

Dear Central City Council Members, City Administrator Chris Anderson, and NDOT Leadership,

The Platte PEER Group is proud to reaffirm our support for a 10-foot-wide pedestrian and bike trail as part of the Central City Viaduct Project. Additionally, we urge you to ensure that the trail beyond the viaduct is widened to at least eight feet, with the potential to extend fully to the curb as an eight-foot trail plus a two-foot paved section for optimal safety and usability.

The updated plans highlight the trail's potential to connect seamlessly with the Dark Island Trail and extend further into northern Central City. This is a transformative opportunity for both regional connectivity and community safety. However, the current design of a six-foot-wide trail beyond the viaduct is insufficient to meet the needs of all users, including cyclists, walkers, families, and individuals with mobility devices.

Why Widening Is Essential

1. Improved Safety: FHWA guidelines recommend wider trails for shared use, especially on steep grades and where interactions between cyclists and pedestrians are frequent. Extending the trail to the curb with an additional two feet of paving ensures safe passage for all users.
2. Future-Proof Infrastructure: Building an eight- to ten-foot trail now avoids costly retrofitting later and aligns with federal funding requirements for shared-use paths.
3. Enhanced Connectivity: Expanding the trail creates a seamless link between Central City and the wider region, fostering recreation and tourism that supports local businesses.

Financial Commitment and Collaboration

The Platte PEER Group remains fully committed to supporting this vision and has pledged \$20,000 to assist with matching funds for grants. We are confident that our partners, including the Nebraska Trails Foundation and Bike Walk Nebraska, can help secure additional resources through programs like TAP, RAISE, CMAQ, and others.

This viaduct and trail extension represent a once-in-a-lifetime opportunity for our community. Let's get it right the first time by prioritizing safety, connectivity, and accessibility for generations to come.

Thank you for your leadership in this critical project. We stand ready to assist in any way necessary.

Sincerely,

Hannah Clark

Director, Platte PEER Group

Platte PEER Group

people.education.environment.recreation

Bader Park • Dark Island Trail

John Boeder, President	Tom Weller
Jason Buss, Vice President	Sarah Bailey
Carol Quandt, Secretary	Cindy McClellan
Hannah Clark, Director	Jackie Beaver
Mike Hansen	Ruth Simmons

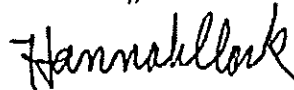
October 17th, 2024

The Central City Viaduct is an important opportunity to extend trail access to the Northern side of Central City and potentially beyond. It is our understanding that the City Council, City Administrator and Department of Transportation have the opportunity with pre-engineering direction to ensure that pedestrians and cyclists have adequate access to this route.

A Central City viaduct has been discussed many times over as many as 70 years. It should be done correctly; we will never be able to add additional width at a later date. **The Platte PEER Group has voted unanimously to contribute at least \$20,000 to support a 10-foot-wide trail width crossing. This project is crucial for public safety in Central City and represents a vital extension of the Dark Island Trail.**

We presume these funds may be best used as the matching funds for a state or federal pedestrian access grant, of which there are a large number available at this time that would apply for a project connecting to the Dark Island Trail. Our partners at the Nebraska Trails Foundation can assist with exploring some of these grant opportunities, to name a few: Transportation Alternatives (TAP), Active Transportation Infrastructure Investment Program (ATIIIP), The Statewide Transportation Improvement Program (STIP), Infrastructure Investment & Jobs Act (IIJA), Reconnecting Communities Pilot (RCP) Program, Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and the Highway Safety Improvement Program (HSIP).

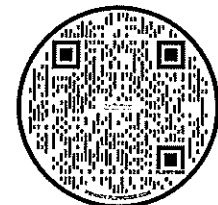
Sincerely,



Hannah Clark, Director

Platte PEER Group is a 501(3)(c) organization that formed in 2003 to handle the day-to-day operation of the 270 acre Bader Park located south of Chapman, NE. Shortly after forming, the group was able to gain ownership of the abandoned railway from Central City to Marquette and quickly started forming it into the Dark Island Trail. We continue to operate with a volunteer board to further our mission to provide education and recreation at Bader Park and Dark Island Trail to enhance the quality of life of our community and protect our natural areas.

The Dark Island trail relies on donations and volunteer efforts to maintain and improve the trail that connects Central City and Marquette. To make your donations, you can mail them or scan the QR Code to donate using Paypal.





Dear Mr. Traylor,

I hope this letter finds you well. I am writing on behalf of the Nebraska Trails Foundation to request a meeting with Central Nebraska Railroad in January to discuss key opportunities for collaboration, particularly in light of the Central City Viaduct Project and its potential to enhance regional trail connectivity. With the upcoming decisions on ATIP grants and potential legislation on property tax exemptions for recreational trail easements, this is an ideal time to explore how we can work together to maximize the utility of underused or abandoned rail segments for trail development.

Key Opportunities to Discuss

1. Brainard to David City (Great American Rail Trail): This segment could be a promising addition to the Great American Rail Trail. Although it is still used for storage during harvest, exploring future potential for shared use or rail banking might align with both parties' goals.
2. Columbus to Norfolk (Great American Rail Trail): This active line presents an excellent opportunity for a Rail with Trail partnership, offering safe and accessible trail development alongside a working line.
3. Central City to Palmer (American Discovery Trail): This largely abandoned segment represents a direct connection between the Dark Island Trail and the proposed Central City Viaduct Project. The viaduct project, which is under public discussion, would include an 8-foot trail segment with our advocacy pushing for 10 feet for safety and future usability. Connecting this section via a rail banking opportunity prior to abandonment could significantly benefit the American Discovery Trail and other regional trail initiatives.

Chuck Griffith, President of the Platte PEER Group, mentioned his prior discussions with you earlier this year regarding the Central City to Palmer/St. Paul abandoned railroad segment. At the time, you indicated you were finalizing a corporate deal involving a connection to the main line, which we assume is now complete.

The Platte PEER Group and Dark Island Trail stakeholders are also interested in pursuing a trail-by-rail segment from Marquette to Aurora and believe a collaborative approach can help realize these plans.

We also understand that Kevin Belle, who is discussing other Nebraska projects with you, may be in a stronger position to present these parcels during those conversations. However, we'd like to formally open a direct dialogue regarding these opportunities and see how we can move forward in alignment with mutual goals.

Please let us know a date and time in January that works for your team, and we will coordinate accordingly. Thank you for your time and consideration. I look forward to discussing these opportunities further.

Sincerely,

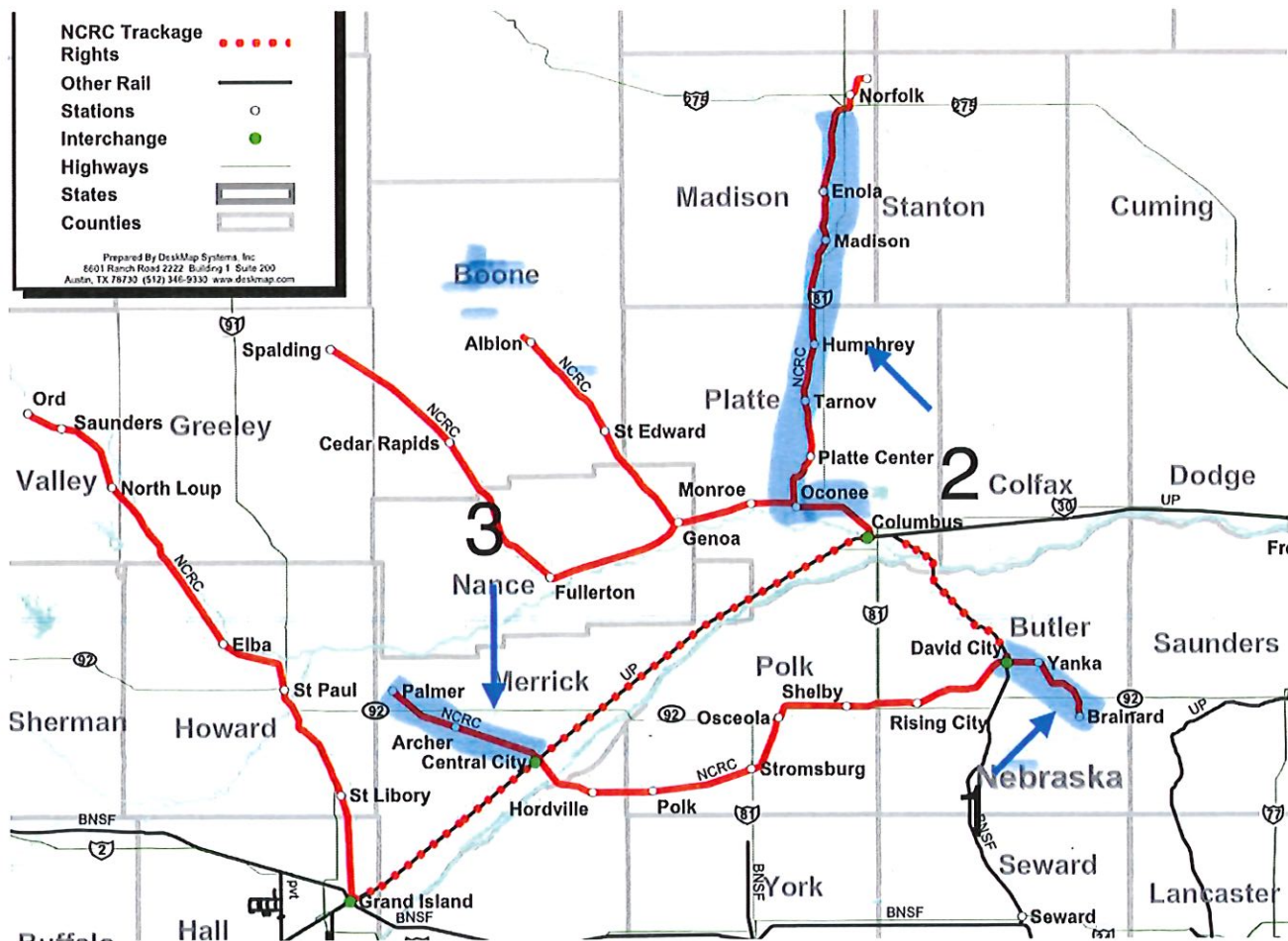
A handwritten signature in black ink, appearing to read "JB", with a long horizontal line extending to the right.

Jason Buss

President, Nebraska Trails Foundation

308-227-8703

bussjason@gmail.com



1 podium, if you could please state and spell your
2 first and last for the record, that would be
3 very helpful. Depending on how many we have, I
4 might have to put a time limit and see how it
5 goes.

6 Well, let's get started. Does anybody
7 want to come up?

8 JASON BUSS: All right. Good evening.
9 Thank you for the opportunity to speak.

10 My name is Jason Buss. I'm here tonight
11 to speak in support of the viaduct project, and
12 I'm speaking from a few different perspectives.

13 I'm the President of the Nebraska Trails
14 Foundation. I'm the Vice President of the
15 Platte PEER Group that operates the Dark Island
16 Trail.

17 I've lived here 11 years. We built our
18 house here before we helped build the
19 Dark Island Trail. The project is personal to
20 me because, you know, we helped build the trail
21 here.

22 My kids learned to ride their bikes on
23 the trail. It's really important to me that we
24 make this connection. It's been a strength in
25 our community and adds access.

1 The viaduct will create a paved or more
2 accessible path for pedestrians and cyclists.
3 And the pathway needs to be at least
4 eight-feet-wide or ten-feet-wide to meet federal
5 standards, and that will serve everyone and be
6 helpful for more federal grants.

7 Features like roundabouts have been
8 proven to be safer for drivers and pedestrians,
9 which will make this project even stronger.

10 This project isn't just talk. The
11 Platte PEER Group has made substantial
12 commitments, pledging to raise at least \$20,000
13 towards the support of the project with adequate
14 pedestrian access; so we are putting some skin
15 in the game to make sure this project gets done
16 right.

17 The project is also a key piece of a
18 larger addition to extend the trail system. It
19 will benefit the community in the region as a
20 whole.

21 It's more than a piece of
22 infrastructure. It's an investment in our
23 future and that our kids and grandchildren. We
24 hope that you will support the project.

25 SARAH FISHER: Thank you. Anyone else?



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

Jason Buss
President, Nebraska Trails Foundation
bussjason@gmail.com

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Jason:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your thoughtful comments regarding the trail connection and pedestrian access. NDOT appreciates the feedback from the President of the Nebraska Trails Foundation and the Vice President of the Platte PEER Group.

NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and on bridges. In financial partnership with Central City, the project, as presented at the public hearing, would have included an 8-foot-wide sidewalk along the east side of the new Highway 14 roadway, beginning at US-30, and extending over the UPRR railroad bridge, where it would transition to a 6-foot-wide sidewalk, and then continue along the east and north side of the roadway to where the new roadway intersects the existing Highway 14 (at 10th Street). Following the public hearing, NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path along the new Highway 14 from US-30 to the roundabout over and above what Central City has agreed to fund.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

1 All right. Once again, if you could
2 please state and spell your first and last name.
3 Thank you.

4 PAUL BURBACH: My name is Paul Burbach.
5 I've lived here for a long time. We have lived
6 in here 30-plus years.

7 I was wondering if there's any
8 particular reason why, like, we need to close
9 14 when the overpass goes in. And for alternate
10 overpasses, we have a ton of grain trailers
11 coming from the Fullerton area.

12 Has the State or anybody ever considered
13 from 14 and 92, coming straight south over the
14 railroad tracks and dumping them onto -- which
15 is the McHargue ground.

16 You'd bypass Central City. You wouldn't
17 have to do all the street work or any of that
18 stuff.

19 To me, it would be a lot cheaper than
20 \$35 million, as you say, and leave at least the
21 Highway 14 intersection across the tracks open.

22 Those are questions that I would like to
23 have answered, if at all possible. So, that's
24 my opinion. Thank you.

25 SARAH FISHER: Thank you, Paul.



RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

This project is no longer needed in Central City.
It started over 30 years ago when it was maybe needed.
Today the Devator in town doesn't block intersection
like they use to. Grain is shipped by truck locally
about 3 miles to the alcohol plant.

If the state has to build an overpass for
43,000,000. I suggest build a ~~new~~ pairing the
highway 14 coming south from Fullerton straight
south to highway 30. Bring it out at the old
Walnut Grove plant on Rd 17. That would bypass
Central City and maybe cheaper. The overpass
could be dropped on Walnut Grove ground which is
right next to highway 30.

RECEIVED

JAN 07 2025

What is your overall satisfaction with the proposed project?

The Nebraska Department of
Transportation (NDOT) and the
Federal Highway Administration
(FHWA) appreciate your input.
Your comments, questions, and
suggestions will be reviewed
by appropriate personnel.
Thank you for your participation.

Very
Dissatisfied
☒

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

Name: (Please Print)

PAUL J. BURBACH

Address:

2211 17th AVE

City, State, Zip:

CENTRAL CITY NE 68826

Phone:

308-740-0641

Email:

burbach-paul@yahoo.com



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

PAUL BURBACH
2211 17TH AVE
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Paul:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments regarding closing at-grade crossings and other alignment alternative.

The purpose of this project is to eliminate conflicts between trains and vehicles, reduce traffic congestion and delays, and improve operations in downtown Central City.

Traffic and crash data have highlighted the need for improved safety and reduced delays.

The proposed viaduct alternative includes the closure of at-grade crossings in compliance with Title 415 of the Nebraska Administrative Code, which requires the closure of at least two public at-grade crossings for new grade-separation projects. This includes the closing of 13th Ave and N-14 at-grade crossings to meet these requirements and eliminate conflicts between vehicles and trains.

Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of proposed improvements and alternative options, including a bypass evaluation, and explains the rationale for selecting the Preferred Alternative.

Additional information regarding the project's purpose, need, and alternatives can be found in the Draft Environmental Assessment (EA). An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

1 Anyone else?

2 JOSEPH CAMPO: Hello, I'm Joseph Campo;
3 J-O-S-E-P-H, C-A-M-P-O. I live right where the
4 bridge is going to be coming from ground-level
5 up, up above the tracks.

6 What would the NDOT do in order to
7 prevent excessive engine brake noises from
8 trucks coming through? It's bad enough.

9 And, to be clear, I drive a truck, and I
10 don't mean to -- I think there's a lot of truck
11 drivers in the audience here tonight.

12 But I deal with it 14 hours a day. I
13 don't want to deal with at home. I have to live
14 with the train horns.

15 What are you guys going to do to ensure
16 you are under noise compliance? I know you said
17 you guys have one to three decibels over the
18 next 20 or so years.

19 What is going to be done to make sure
20 that you are going to enforce the people coming
21 down the bridge screaming fast and using their
22 brakes. Thank you for your time.

23 SARAH FISHER: Thank you. Next?
24 Come on up.

25 MICHAEL REIMERS: My name is

1 SARAH FISHER: Thank you.

2 JOSEPH CAMPO: I would like to make
3 another comment.

4 SARAH FISHER: Yeah.
5 Go ahead.

6 JOSEPH CAMPO: I'm back. Joseph,
7 J-O-S-E-P-H; C-A-M-P-O, Campo. I just wanted to
8 bring up another point regarding the trains
9 coming through town, since there won't be any
10 crossing guards or crossing grades where they
11 have to worry about, potentially, striking other
12 vehicles.

13 While it's going to be the noise
14 complaints, are they still going to have to blow
15 their horns all the way through town?

16 Because I know you said they're going to
17 be -- I believe you said F and C Street will
18 still remain open.

19 I just want to know is the rail company
20 going to either keep the speeds that they have
21 constant, they're not going to increase speed
22 because there's less grades, is the noise with
23 the excessive train horns going to go down?

24 I know that's not necessarily NDOT,
25 that's the Union Pacific Railroad. But I would

1 like that to be a thought for this plan.

2 Also, as other residents have said who
3 are in favor of the viaduct, from a resident's
4 perspective, I understand how you think it would
5 be.

6 As some of the other residents have
7 said, you have all of this land just east of
8 where the project you're looking at, just past
9 that.

10 If you just move it over a little bit,
11 you're still going to have all of the businesses
12 that still have benefit of 14. You're still
13 going to have the mall, the laundromat, Fox
14 Theater.

15 There's a couple sloughs down there.
16 They're going to be just as connected as they
17 would as if the viaduct were to come around by
18 13th Ave.

19 If we could move it over just a little
20 bit so that no one is affected by this, I think
21 that would be a feasible plan.

22 Especially, with the amount of truck
23 traffic we have, like I said before with the
24 noise. Now, I drive a pickup truck. I haul
25 fuel. I understand what she was saying about

1 driving a bus. I know how difficult it is to
2 have to stop at the grade after having
3 people --

4 I've had multiple people try and pass me
5 as the bars are coming down, because I see a
6 train coming in the distance on the tracks.

7 I'd really, really, really like all of
8 these noise complaints and, potentially, to move
9 east, if possible, to be considered.

10 Thank you.

11 SARAH FISHER: Thank you.

12 Anyone else?

13 JOHN BOEDER: Good evening. My name is
14 John Boeder; spelled J-O-H-N, B-O-E-D-E-R. I
15 reside in Aurora, Nebraska.

16 I'm here to speak in favor of NDOT and
17 the city of Central City looking at the
18 potential of increasing sidewalks up to ten feet
19 throughout the project.

20 I am the current President of the
21 Platte PEER Group that maintains the Dark Island
22 Trail that runs from Hamilton County in
23 Marquette, all the way up to Central City,
24 currently.

25 This project could have a huge positive



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

JOSEPH CAMPO
1221 13TH ST
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Joseph:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments regarding train speeds and noise. NDOT has not coordinated with Union Pacific Railroad regarding potential changes to train speeds or horn use. At this time, it is unknown whether the railroad would adjust these factors in response to the project.

We encourage you to share your concerns about hydraulic brake noise with Central City's City Administrator, Chris Anderson, who can address potential restrictions at this intersection. Mr. Anderson can be reached at the following address or email:

Chris Anderson
P.O. Box 418
Central City, NE 68826
chris@cc-ne.com

Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of potential alternatives and explains the rationale for selecting the Preferred Alternative.

An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

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Lincoln, NE 68509-4759

PHYSICAL ADDRESS

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Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

1 Anyone else?

2 JOSEPH CAMPO: Hello, I'm Joseph Campo;
3 J-O-S-E-P-H, C-A-M-P-O. I live right where the
4 bridge is going to be coming from ground-level
5 up, up above the tracks.

6 What would the NDOT do in order to
7 prevent excessive engine brake noises from
8 trucks coming through? It's bad enough.

9 And, to be clear, I drive a truck, and I
10 don't mean to -- I think there's a lot of truck
11 drivers in the audience here tonight.

12 But I deal with it 14 hours a day. I
13 don't want to deal with at home. I have to live
14 with the train horns.

15 What are you guys going to do to ensure
16 you are under noise compliance? I know you said
17 you guys have one to three decibels over the
18 next 20 or so years.

19 What is going to be done to make sure
20 that you are going to enforce the people coming
21 down the bridge screaming fast and using their
22 brakes. Thank you for your time.

23 SARAH FISHER: Thank you. Next?
24 Come on up.

25 MICHAEL REIMERS: My name is

1 Mike Reimers. I drive all over the state of
2 Nebraska, and they put the bypass -- the 281
3 bypass all through town.

4 We have so much traffic on Highway 30.
5 I drive on Highway 30 off and on, and maybe not
6 every day, but if there's traffic on there, you
7 can't pass most of the time.

8 And with everybody going and driving
9 into town, into that intersection -- two
10 intersections, and we're not looking at the
11 future of more traffic coming into town.

12 I think there's got to be a better
13 alternative than pushing it all right into the
14 middle of town. Because what that does is it
15 just makes more issues in town than it does --

16 I agree with a lot of people. We don't
17 want to bypass our town. But, sometimes, we
18 have to bypass it for the better of our
19 community, you know? And it don't have to be
20 way out of town, you know?

21 So like the one guy said, going straight
22 up there, you could connect Highway 30 down to
23 just south of the school someplace and come in.

24 That would be a much better route, and
25 you wouldn't have to close most of the stuff

1 because most of it could be built beforehand.

2 Grand Island is doing a project right
3 now, and it has bypassed more of Grand Island.

4 So it's not just one thing, it's a lot of things
5 to look at in the future with traffic and
6 people.

7 So, that's my input.

8 SARAH FISHER: Thank you, Mike.

9 Next?

10 JAMES HOLTHEROWE: I'm James Holtherowe,
11 H-O-L-T-H-E-R-O-W-E. I think the solution is
12 just east of town. If go down 30 or 92, it has
13 got a wonderful place right there.

14 And how that works, it goes over to
15 Highway 30, it goes over the tracks, and it's
16 wonderful. I have no idea what the cost is
17 compared to this cost, but that's just an idea.
18 Thank you.

19 SARAH FISHER: Thank you.

20 Anyone else?

21 BONNIE CHRISTENSEN: I'm Bonnie
22 Christensen, C-H-R-I-S-T-E-N-S-E-N. We happen
23 to own the property that is just -- I guess,
24 just south -- well, it would be just north of
25 the actual bypass with the preliminary plan.



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

MICHAEL REIMERS
2011 24TH ST
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Michael:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments suggesting other alignment alternatives. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of potential alternatives and explains the rationale for selecting the Preferred Alternative.

An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

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1 because most of it could be built beforehand.

2 Grand Island is doing a project right
3 now, and it has bypassed more of Grand Island.
4 So it's not just one thing, it's a lot of things
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7 So, that's my input.

8 SARAH FISHER: Thank you, Mike.

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Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

James Holtherowe
jaba4321@yahoo.com

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear James:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments suggesting other alignment alternatives. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of potential alternatives and explains the rationale for selecting the Preferred Alternative.

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Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
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8 SARAH FISHER: Thank you, Mike.

9 Next?

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15 Highway 30, it goes over the tracks, and it's
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24 just south -- well, it would be just north of
25 the actual bypass with the preliminary plan.

1 We know that slough comes through there.

2 After that viaduct is put in, that whole thing
3 is going to have to be built up. Okay?

4 It's going to have to be built up a lot,
5 especially to keep the drainage and the water
6 out. It just happens that that goes right
7 through our property, and it happens that Bonnie
8 and Troy live right there.

9 If it rains or any kind of anything,
10 that's going to go right down into that
11 property. I would like to know how you're going
12 to keep that from flooding.

13 Like I said, there's a lot of problems
14 with the whole plan of it, so that's a big, huge
15 concern right now.

16 SARAH FISHER: Thank you. Anyone else?

17 DAN MONAGHAN: I'm Dan Monaghan,
18 M-O-N-A-G-H-A-N. I have to have the "G" to be
19 an Irishman; so...

20 One of the concerns I have, not
21 necessarily with the viaduct, is the flow of
22 traffic on Highway 30.

23 As traffic is coming into town,
24 westbound traffic coming from the east,
25 currently, with the stoplight at the triangle,

From: [Fisher, Sarah](#)
To: [Fisher, Sarah](#)
Subject: FW: Central City public comment sheet
Date: Tuesday, January 14, 2025 11:04:21 AM

From: Bonnie Christensen <bonniechristensen1@icloud.com>
Sent: Tuesday, January 14, 2025 10:40 AM
To: Fisher, Sarah <sarah.fisher@nebraska.gov>
Subject: Central City public comment sheet

[You don't often get email from bonniechristensen1@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Thank you Sarah for your response.
Bonnie Christensen
Sent from my iPhone



NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

To Whom it may concern:

Right now Hwy 30 & 14 do not run together near or in Central City, they only cross each other one time at the main intersection. With the plan that you are proposing, the traffic from 14 & 30 will be intersecting 3 different times and also running together for several blocks through downtown Central City, causing disastrous backups & delays of traffic. Our business ^{Christensen Cattle - North Platte} includes several semis which haul many loads of distillers by product from the ethanol plant SE. of Central City and also hauling cattle to Grand Island & Hastings packing plants, taking this exact route. Do you all realize the room it takes for these semis to make a turn? ... usually takes up 2 lanes. Also the space it takes on the round-a-bouts? There is also a problem where the slough is... landfilled but could cause flooding problems to the residents through that area of the overpass. Those folks homes will be elevated immediately. We would like you to consider going east near the railroad old crossing north of town & follow that east & south further in the problems mentioned above.

What is your overall satisfaction with the proposed project?

Very Dissatisfied ☒

Somewhat Dissatisfied ☐

Neutral ☐

Somewhat Satisfied ☐

Very Satisfied ☐

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Name: (Please Print)

Bonnie Christensen

Address:

7 Sundance

City, State, Zip:

Clarks, NE 68628

Phone:

308-550-0299

Email:

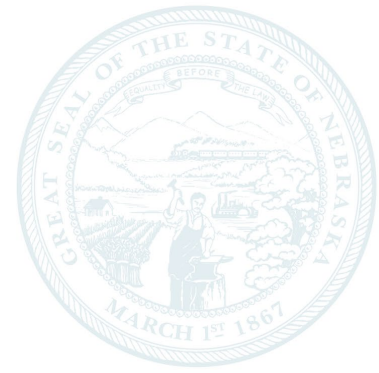
db1@hamilton.net



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DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

BONNIE CHRISTENSEN
7 SUNDANCE
CLARKS NE 68628

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Bonnie:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your concerns regarding N-14 and US-30 changes, access for semis, and flooding.

The downtown intersection in Central City, where existing N-14 and US-30 intersect, presents an operational challenge due to the unusual and nonstandard roadway configuration. This unique road alignment poses challenges for drivers, as they must navigate the intersection while adjusting to the non-linear alignment of N-14 and US-30. The preferred alternative would alleviate these nonstandard roadway configurations by moving the traffic signals and re-aligning the intersection to the west.

Two intersection concepts were considered for the N-14 and 10th Street intersection: a standard T-intersection and a roundabout. The standard T-intersection, while conforming to conventional design principles, presented limitations in terms of traffic efficiency. Given the need for smooth traffic movement along the relocated N-14 and clear guidance for southbound drivers merging onto the new facility, the roundabout emerged as the preferred alternative.

As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include improving traffic flow through the traffic signals for cars and semis.

Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of potential alternatives and explains the rationale for selecting the Preferred Alternative.

An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

Vicki Kramer, Director

Department of Transportation

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The project does encroach on the floodplains of Trouble Creek and Warm Slough; however, the design ensures that floodplain regulations are met. The new viaduct would span Trouble Creek, and structures like bridges and culverts would be designed to effectively convey floodwaters without increasing the risk of flooding.

The Preferred Alternative would result in minor impacts to Warm Slough due to the construction of a new box culvert to channel Warm Slough waters beneath the new roadway. Additionally, it would necessitate the extension of the existing Warm Slough box culvert along N-14/17th Street to accommodate the construction of a roundabout at 10th Street.

As part of the design process, a detailed drainage analysis will be conducted to ensure that the viaduct and associated infrastructure maintain proper water flow.

During final design the impacts to properties will be minimized but will still have to maintain the functionality of the highway by providing an intersection configuration that improves safety.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

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1 We know that slough comes through there.
2 After that viaduct is put in, that whole thing
3 is going to have to be built up. Okay?

4 It's going to have to be built up a lot,
5 especially to keep the drainage and the water
6 out. It just happens that that goes right
7 through our property, and it happens that Bonnie
8 and Troy live right there.

9 If it rains or any kind of anything,
10 that's going to go right down into that
11 property. I would like to know how you're going
12 to keep that from flooding.

13 Like I said, there's a lot of problems
14 with the whole plan of it, so that's a big, huge
15 concern right now.

16 SARAH FISHER: Thank you. Anyone else?

17 DAN MONAGHAN: I'm Dan Monaghan,
18 M-O-N-A-G-H-A-N. I have to have the "G" to be
19 an Irishman; so...

20 One of the concerns I have, not
21 necessarily with the viaduct, is the flow of
22 traffic on Highway 30.

23 As traffic is coming into town,
24 westbound traffic coming from the east,
25 currently, with the stoplight at the triangle,

1 we have truck traffic that backs up.

2 I think that, oftentimes, there's going
3 to be trucks backed up to the intersection where
4 the viaduct comes down on Highway 30. That's a
5 big concern. We can't get traffic to move
6 through there.

7 I talked with one of your design
8 engineers in the room, and he said there's still
9 going to be a stoplight there; but the stoplight
10 is going to be coordinated so that traffic can
11 be moved, you know, in both directions at once.

12 But even with that, it's moving two at
13 once. I can't see that the other traffic is
14 going to be able to move that much quicker
15 through there, and we're still going to have
16 traffic backed up there.

17 I know it's, probably, that you are
18 limited on space. But rather than a
19 T-intersection, would there be any way that you
20 could design a roundabout to keep that traffic
21 moving. That will open up that flow of traffic
22 to move through on Highway 30 much easier.

23 Because if you bring that traffic into
24 town, your intersections, cross
25 intersections -- You can sit there by Central

1 City Mall or whatever, you can sit there for ten
2 or 15 minutes and not be able to, you know, make
3 a lot of turns onto that.

4 So that would be my suggestion, is to
5 look to see if there is a different way that you
6 can design that intersection to keep the traffic
7 moving, so that you don't have traffic backed up
8 at the bottom of your intersection there on the
9 south end of the viaduct. Thank you.

10 SARAH FISHER: Thank you. Just a
11 reminder, if you could please state and spell
12 your first and last name, that would be helpful.

13 Anyone else?

14 CHASITY PFEIFER: Hello, my name is
15 Chasity, C-H-A-S-I-T-Y; last name, Pfeifer,
16 P-F-E-I-F-E-R.

17 I am a business owner downtown. I
18 guess, a few things -- I mean, concerning what
19 Don mentioned, there's a minimum impact to
20 businesses. I mean, I would politely disagree.

21 It's affecting over 20 parking spots and
22 over 20 businesses. That's a lot in our little
23 town. There's lots of little businesses on both
24 sides of the road. So with the loss of parking,
25 it affects a lot of people.



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

DAN MONAGHAN
2736 20TH ST
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Dan:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments regarding traffic flow on US-30 and suggesting other intersection alternatives.

As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing.

A roundabout was considered for the N-14 and US-30 intersection; however, due to its substantial spatial requirements and potential encroachment on key community assets such as the Dark Island Trail, movie theater, and community activity center, a roundabout was not deemed suitable for this location. A standard T-intersection was selected as the preferred alternative because it minimizes impacts on surrounding structures and meets traffic flow expectations.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

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19 Don mentioned, there's a minimum impact to
20 businesses. I mean, I would politely disagree.

21 It's affecting over 20 parking spots and
22 over 20 businesses. That's a lot in our little
23 town. There's lots of little businesses on both
24 sides of the road. So with the loss of parking,
25 it affects a lot of people.

1 And not only our locals, but people
2 coming through that want to stop at restaurants
3 or our boutiques and stuff. It's important to
4 accommodate them, because we need the money to
5 stay in our community.

6 We'll lose parking spots. It's very
7 concerning. I mean, that's where it affects
8 people -- Personally, I have that.

9 And then I'm just curious, how many
10 crashes have actually occurred at 14 and
11 Highway 30? I'm in insurance. I've been here
12 for about nine years, and I honestly can't think
13 of a customer that's been hit or involved in
14 that location.

15 I mean, I know it happens and there
16 probably are fender benders, but I'm like --
17 I've just been curious, how many have actually
18 happened at that location?

19 I'll admit that it's a special
20 intersection, but how many accidents have
21 actually occurred?

22 And then my biggest concern that just
23 hit was the traffic accommodations. Detouring
24 out of our town is not okay. I mean, I assume
25 you guys are Metro-Lincoln people.

1 We actually lived there for 20 years.

2 We got out because we wanted to be in a small
3 town. These people are all here because they
4 care about Central City, and I do too.

5 And so I just don't want our community
6 to be like the movie 'Cars', when, all of a
7 sudden, nobody's there anymore. That's pretty
8 serious to me.

9 You know, I respect everything you
10 engineers have looked at. I'm not an engineer,
11 so thank you for looking at those things.

12 I'll be putting a comment -- I mean,
13 we're willing to give, like, eight-foot of our
14 property for more parking downtown to
15 accommodate some more parking as a possibility
16 for everyone.

17 Chasity Pfeifer. Thank you for being
18 here.

19 SARAH FISHER: Thank you.

20 Anyone else?

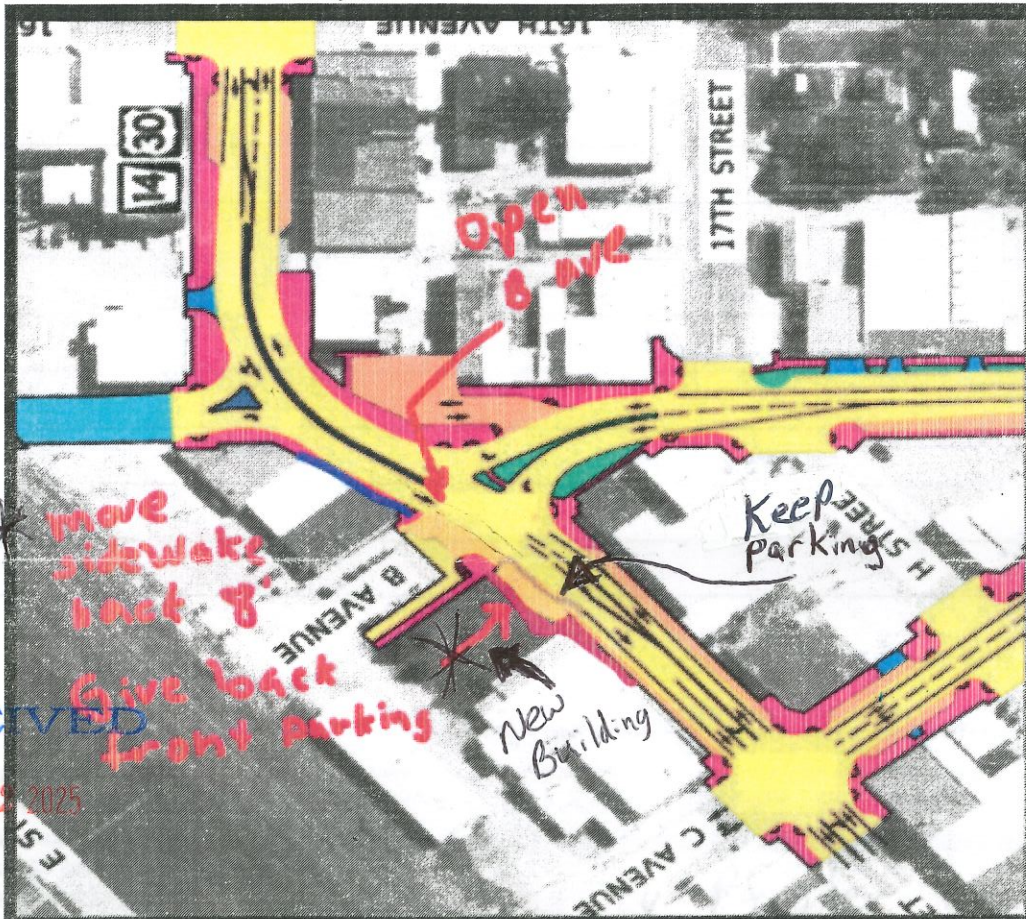
21 ROBERT SEEGER: My name is Bob Seeger;
22 B-O-B, S-E-E-G-E-R. I live on 10th Street where
23 the roundabout will exit on one of those points.

24 I just wanted to double check and make
25 sure that there's considerations that people

2 yrs construction is alarming for Business Owners

how many crashes have occurred @ Hwy 14 & US 30 intersection?

Dawn said, "minimize to businesses" but this effects over 20 parking spots & over 20 businesses. That is alot for the main st businesses



RECEIVED

JAN 02 2025

Owner's of new building would be open for discussion to take 8' of our property (Front of building) if we can keep our parking in front of our building.

Robert Pfeifer
rob_rent@yahoo.com
402-450-2304

Cody Lawson
Cody @ 1 to 1 Support.com
402-218-4067



construction
is a linchpin for Business

RECEIVED

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☒

Somewhat
Satisfied
☐

Very
Satisfied
☐

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel.

Thank you for your participation.

Name: (Please Print)

Chasity Pfeifer

Address:

301 G Street

City, State, Zip:

Central City NE 68826

Phone:

402-429-2027

Email:

chasity.pfeifer.efm5@statefarm.com



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

CHASITY PFEIFER
301 6TH ST
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Chasity:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your question regarding crash data at the intersection of US-30 and N-14. Between 2003 and 2013, a total of 64 crashes were recorded at this location. More recently, between 2018 and 2020, the NDOT crash database documented nine reported crashes at this intersection.

Thank you for also sharing your concerns regarding potential impacts and detours.

The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway.

As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing.

Construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction.

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

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1 We actually lived there for 20 years.
2 We got out because we wanted to be in a small
3 town. These people are all here because they
4 care about Central City, and I do too.

5 And so I just don't want our community
6 to be like the movie 'Cars', when, all of a
7 sudden, nobody's there anymore. That's pretty
8 serious to me.

9 You know, I respect everything you
10 engineers have looked at. I'm not an engineer,
11 so thank you for looking at those things.

12 I'll be putting a comment -- I mean,
13 we're willing to give, like, eight-foot of our
14 property for more parking downtown to
15 accommodate some more parking as a possibility
16 for everyone.

17 Chasity Pfeifer. Thank you for being
18 here.

19 SARAH FISHER: Thank you.
20 Anyone else?

21 ROBERT SEEGER: My name is Bob Seeger;
22 B-O-B, S-E-E-G-E-R. I live on 10th Street where
23 the roundabout will exit on one of those points.
24 I just wanted to double check and make
25 sure that there's considerations that people

1 aren't going to try to go so far east that, for
2 westbound traffic, people aren't going to try to
3 shortcut through neighborhoods through the
4 City to try to avoid all that stuff.

5 I don't think the roads can really
6 handle much more than that. I have young
7 elementary kids that play on that road, so I
8 just wanted to double check that. Thanks.

9 SARAH FISHER: Thank you.

10 JACQUELINE BEAVER: Can I have you pull
11 up the map of preferred routes?

12 SARAH FISHER: Sure.

13 JACQUELINE BEAVER: Thank you.

14 SARAH FISHER: Do you want the overall
15 map?

16 JACQUELINE BEAVER: What's that?

17 SARAH FISHER: Do you want the overall
18 map?

19 JACQUELINE BEAVER: The preferred --
20 Yeah. The preferred route.

21 SARAH FISHER: That one?

22 JACQUELINE BEAVER: Yep. That will
23 work. Thank you. I'm Jacqueline Beaver;
24 J-A-C-Q-U-E-L-I-N-E, B-E-A-V-E-R.

25 First, I would like to say that, yes, I



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

BOB SEEGER
1909 10TH ST
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Bob:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your concerns regarding traffic movements.

The highway traffic would be directed by standard highway signing to use the highway system. Traffic familiar with the city may choose local routes to access points within the northwest portion of the city. Traffic choosing these local routes would contend with low-speed local roads and at-grade railroad crossings.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

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1 aren't going to try to go so far east that, for
2 westbound traffic, people aren't going to try to
3 shortcut through neighborhoods through the
4 City to try to avoid all that stuff.

5 I don't think the roads can really
6 handle much more than that. I have young
7 elementary kids that play on that road, so I
8 just wanted to double check that. Thanks.

9 SARAH FISHER: Thank you.

10 JACQUELINE BEAVER: Can I have you pull
11 up the map of preferred routes?

12 SARAH FISHER: Sure.

13 JACQUELINE BEAVER: Thank you.

14 SARAH FISHER: Do you want the overall
15 map?

16 JACQUELINE BEAVER: What's that?

17 SARAH FISHER: Do you want the overall
18 map?

19 JACQUELINE BEAVER: The preferred --
20 Yeah. The preferred route.

21 SARAH FISHER: That one?

22 JACQUELINE BEAVER: Yep. That will
23 work. Thank you. I'm Jacqueline Beaver;
24 J-A-C-Q-U-E-L-I-N-E, B-E-A-V-E-R.

25 First, I would like to say that, yes, I

1 do support the overpass. I do think we need
2 this. As a medical provider, I've witnessed
3 people getting pushed on the wrong side of the
4 tracks and CPR had to be initiated, and it
5 didn't end well. We do need it.

6 But it needs to be done right, and I do
7 have a few concerns. You know, looking at the
8 map, I think most people know, my house is going
9 to be the one that's affected. My house and
10 then that across from me.

11 I'm right at the corner of 10th and
12 Highway 14, so you're looking at taking a little
13 piece of my property. That's a personal issue.
14 That's --

15 UNIDENTIFIED INDIVIDUAL: We can't hear
16 you.

17 JACQUELINE BEAVER: Oh, you can't hear
18 me? Okay. Is this better? Okay. Sorry about
19 that, guys.

20 So, you know, my house is right there at
21 10th Street and Highway 14, where they are
22 talking about taking a little bit of the
23 property.

24 Again, I support the overpass. But my
25 question would be looking further north where

1 there aren't houses. Right now, it's impacting
2 two houses, my house and then the house across
3 from me, which is the Kranse residence.

4 They're going to be losing a good
5 portion of their yard. They're going to have
6 traffic coming right in front of their house.

7 My question is has anybody looked at
8 moving that roundabout a little bit further
9 north to avoid impacting the residents?

10 My other concern, I'm also involved with
11 the Dark Island Trail, like Jason, and there's
12 been some talk about the sidewalk. First, it
13 was going to be six-foot wide. That's not wide
14 enough for people to pass.

15 To do this right, it needs to be a
16 ten-foot sidewalk. I would like to see you guys
17 look into that a little bit more and investigate
18 that.

19 You know, if you have a bike and a
20 pedestrian going across the overpass, somebody
21 has to get off the overpass and move two feet
22 for the other one to pass through. That's not
23 very feasible to have that six-foot -- or even
24 eight-foot is really pushing it.

25 And then my other comment is, looking at

1 all of this project going on, I know this is
2 more towards the City rather than -- but I would
3 hope that you've been working with the City, as
4 the north side of town is lacking some
5 infrastructure.

6 There are no sewers for -- like, where
7 I'm at and my neighbors, we are not on the
8 Central City sewer, and I think this would be a
9 good opportunity for the City to be working with
10 the State to provide some space and needs for
11 that.

12 Again, I do support the viaduct, I think
13 it is needed for our town. It needs to be done
14 right. Thank you.

15 SARAH FISHER: Thank you.

16 CATHY BLAUHORN: Hi, my name is
17 Cathy Blauhorn; C-A-T-H-Y, B-L-A-U-H-O-R-N.

18 I am not a member of the Central City
19 community necessarily, but as someone who lives
20 in the community to the north.

21 Personally, I was in labor and stuck
22 behind, not one, but two trains when I had
23 children. That was tough, but not life
24 threatening, as somebody pointed out; so I'm a
25 huge advocate of the viaduct.

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: emb5798@hotmail.com
Subject: Comment Inquiry for Central City Viaduct
Date: Monday, December 23, 2024 8:32:20 PM

Form Results

Project

Central City Viaduct

Project URL

<https://dot.nebraska.gov/projects/future-projects/central-city-viaduct/>

Full Name

Jacqueline Beaver

Email

emb5798@hotmail.com

Address

920 17TH AVE

City

Central City

State

Nebraska

Zip

68826

Comment

As a property owner that is being directly effected by the proposed roundabout, I have numerous concerns. 1. Why can't the roundabout be located about 2 blocks north of the current proposed site. This would eliminate the devaluation of 2 residential properties. Currently, the east property would lose land and gain highway traffic on 2 sides of their home, not to mention the

proximity to their dwelling. 2. Another potential would be to use some of the land in front of the manufacturing plant. Only a small portion of this property is currently utilized. Furthermore, this factory has sat empty for the majority of the last 20 years, with most businesses lasting about 2 years in that location. Of further note, the residence that sits west of the factory has been uninhabited for at least 5 years.

How satisfied are you with this project?

Somewhat dissatisfied

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: emb5798@hotmail.com
Subject: Comment Inquiry for Central City Viaduct
Date: Monday, December 23, 2024 8:40:33 PM

Form Results

Project

Central City Viaduct

Project URL

<https://dot.nebraska.gov/projects/future-projects/central-city-viaduct/>

Full Name

Jacqueline Beaver

Email

emb5798@hotmail.com

Address

920 17TH AVE

City

Central City

State

Nebraska

Zip

68826

Comment

I would like yo know how the effected property owners are going to be compensated for the loss of land, noise pollution, light pollution etc.

How satisfied are you with this project?

Somewhat dissatisfied

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: emb5798@hotmail.com
Subject: Comment Inquiry for Central City Viaduct
Date: Monday, December 23, 2024 8:51:15 PM

Form Results

Project

Central City Viaduct

Project URL

<https://dot.nebraska.gov/projects/future-projects/central-city-viaduct/>

Full Name

Jacqueline Beaver

Email

emb5798@hotmail.com

Address

920 17TH AVE

City

Central City

State

Nebraska

Zip

68826

Comment

It is my understanding that sidewalks are to be placed from the roundabout and extending west on 10th street. I anticipate that this will result in further loss of my current yard, as well as disruption of my underground sprinklers. I assume that my sprinkler will be unusable for an extended period of time, resulting in further damage to my yard. What plans are in place to restore my yard to its original

condition. We have worked hard over the last 20 years to bring this 110 year old home back to its original beauty and expect that state will respect our efforts.

How satisfied are you with this project?

Somewhat dissatisfied

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: emb5798@hotmail.com
Subject: Comment Inquiry for Central City Viaduct
Date: Monday, December 23, 2024 8:57:50 PM

Form Results

Project

Central City Viaduct

Project URL

<https://dot.nebraska.gov/projects/future-projects/central-city-viaduct/>

Full Name

Jacqueline Beaver

Email

emb5798@hotmail.com

Address

920 17TH AVE

City

Central City

State

Nebraska

Zip

68826

Comment

Is it possible for the effected residents to have a meeting with the project designers? We went to the meeting and tried to talk with the planners, but other concerned citizens that don't even live anywhere near the project cornered the planners, leaving us with about 2 minutes to ask about the future of our home.

How satisfied are you with this project?

Somewhat dissatisfied



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

JACQUELINE BEAVER
920 17TH AVE
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Jacqueline:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your interest in the Dark Island Trail.

NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and on bridges. In financial partnership with Central City, the project, as presented at the public hearing, would have included an 8-foot-wide sidewalk along the east side of the new Highway 14 roadway, beginning at US-30, and extending over the UPRR railroad bridge, where it would transition to a 6-foot-wide sidewalk, and then continue along the east and north side of the roadway to where the new roadway intersects the existing Highway 14 (at 10th Street). Following the public hearing, NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path along the new Highway 14 from US-30 to the roundabout over and above what Central City has agreed to fund.

Thank you also for your comments suggesting other alignments for the project and concerns regarding potential impacts.

Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of potential alternatives and explains the rationale for selecting the Preferred Alternative.

An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

In regard to your suggestion to move the roundabout, moving the roundabout further north would require additional property acquisition, including the solar array, which would substantially increase project costs. It also lengthens the portion of existing N-14 that would be relinquished to the City.

Vicki Kramer, Director

Department of Transportation

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dot.nebraska.gov

Property rights to be acquired would need to be of such nature and extent as are adequate for the construction, operation, and maintenance of the project. The types and sizes of these acquisitions would be established once the roadway designs have been finalized and would be minimized to the extent possible. Once the design footprints have been established, we will have a more detailed plan. When you are contacted by a Right-of-Way representative, please be sure to discuss any issues with them at that time. Acquisitions would be conducted by paying fair market value for the property rights and damages that may occur. Right-of-way acquisitions would be conducted in conformance with the Uniform Act (42 USC 4601 et seq.), Title VI of the Civil Rights Act of 1964, and the Nebraska Relocation Assistance Act (Nebraska Revised Statutes Section 76-1214 et seq.).

If you would like to schedule a meeting to discuss your concerns, please contact NDOT District 4 at 308-385-6265.

During construction, traffic movements caused by the construction of the project would be monitored. Working with the City, additional signage and traffic control would be added in problem locations.

We also encourage you to share your concerns about sewer and local infrastructure with your local representatives such as your City Administrator.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

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1 all of this project going on, I know this is
2 more towards the City rather than -- but I would
3 hope that you've been working with the City, as
4 the north side of town is lacking some
5 infrastructure.

6 There are no sewers for -- like, where
7 I'm at and my neighbors, we are not on the
8 Central City sewer, and I think this would be a
9 good opportunity for the City to be working with
10 the State to provide some space and needs for
11 that.

12 Again, I do support the viaduct, I think
13 it is needed for our town. It needs to be done
14 right. Thank you.

15 SARAH FISHER: Thank you.

16 CATHY BLAUHORN: Hi, my name is
17 Cathy Blauhorn; C-A-T-H-Y, B-L-A-U-H-O-R-N.

18 I am not a member of the Central City
19 community necessarily, but as someone who lives
20 in the community to the north.

21 Personally, I was in labor and stuck
22 behind, not one, but two trains when I had
23 children. That was tough, but not life
24 threatening, as somebody pointed out; so I'm a
25 huge advocate of the viaduct.

1 We are also a farm family. The fact
2 that the viaduct is coming in is extremely
3 helpful for all the grain haulers who need to
4 get their grain into the elevator; so, thank
5 you.

6 I'm a huge advocate for this project.
7 My husband, who I know nobody knows -- my
8 husband, he's a tight wad. It's huge access;
9 so, thank you.

10 I also come as a bus driver. And as a
11 bus driver, I have experienced the intersection
12 of Highway 30 and 14. And not once, but twice,
13 I approached that intersection and was about
14 struck by another vehicle just because they
15 didn't understand which stoplight to look at.

16 So the entries and angles that are
17 involved in that intersection of 30 and 14 is
18 another reason why I'm a huge supporter of the
19 viaduct, no matter where it's at.

20 If we can eliminate some traffic from
21 that area, it's going to be a much safer area.
22 The other situation --

23 So that was when I was in southbound.
24 When I'm heading northbound driving the school
25 bus, there's not enough space for me to stop

1 when traffic is all backed up when a train is
2 crossing.

3 And then, of course, once I finally get
4 to the tracks, everybody is really impatient
5 behind me. Because, you know, they've already
6 waited for a train, and then they have to wait
7 for me again when I have to turn my flashers on
8 and wait and there's another train. We've
9 already established that, you know, when I was
10 in labor, you know, twice.

11 So for those reasons, thank you. Please
12 do what you've got to do to continue with this
13 project.

14 My concern also lies in the fact that
15 I'm a cross country coach. I live in a very old
16 community, you know, north of here and there's
17 nothing for us.

18 We are hoping to get the Dark Trail
19 extended on the other side of town. In order
20 for us to be eligible for some of those grants,
21 the trail needs to be federally recommended
22 with --

23 So that ten-foot-wide sidewalk would be
24 paramount for us to get some of those continuing
25 trail connectivity grants. Thank you.



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

April 2, 2025

CATHY BLAUHORN
861 T RD
ARCHER NE 68816

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Cathy:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your comments at the recent public hearing regarding your support of the project. NDOT values your input and appreciates you taking the time to share your concerns.

NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and on bridges. In financial partnership with Central City, the project, as presented at the public hearing, would have included an 8-foot-wide sidewalk along the east side of the new Highway 14 roadway, beginning at US-30, and extending over the UPRR railroad bridge, where it would transition to a 6-foot-wide sidewalk, and then continue along the east and north side of the roadway to where the new roadway intersects the existing Highway 14 (at 10th Street). Following the public hearing, NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path along the new Highway 14 from US-30 to the roundabout over and above what Central City has agreed to fund.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

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PHYSICAL ADDRESS

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Lincoln, NE 68502

PHONE 402-471-4567

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dot.nebraska.gov

1 driving a bus. I know how difficult it is to
2 have to stop at the grade after having
3 people --

4 I've had multiple people try and pass me
5 as the bars are coming down, because I see a
6 train coming in the distance on the tracks.

7 I'd really, really, really like all of
8 these noise complaints and, potentially, to move
9 east, if possible, to be considered.

10 Thank you.

11 SARAH FISHER: Thank you.

12 Anyone else?

13 JOHN BOEDER: Good evening. My name is
14 John Boeder; spelled J-O-H-N, B-O-E-D-E-R. I
15 reside in Aurora, Nebraska.

16 I'm here to speak in favor of NDOT and
17 the city of Central City looking at the
18 potential of increasing sidewalks up to ten feet
19 throughout the project.

20 I am the current President of the
21 Platte PEER Group that maintains the Dark Island
22 Trail that runs from Hamilton County in
23 Marquette, all the way up to Central City,
24 currently.

25 This project could have a huge positive

1 impact on this trail, and the connectivity,
2 hopefully, in the future to towns to our north.

3 With this, I want you to think about if
4 you have children or if you have ever been on a
5 sidewalk where there have been dogs on-leash,
6 strollers, all of that.

7 When we talk about six-feet, I'm
8 approximately six-feet tall. Imagine meeting
9 somebody with a stroller, a bike, or a kid
10 that's trying to learn the bike in the space of
11 my wing span, which is approximately six feet.
12 This is not a lot of space.

13 I was, one time, biking on a trail out
14 by Papillion, which is quite wide. It measures
15 eight feet, I believe, with a grassy area on
16 both sides.

17 My son, who was eight, okay by that
18 time, took a spill. I was traveling at a good
19 rate of speed to keep with him up until that
20 point.

21 At that point, when he fell off his bike
22 and onto the trail, I had three choices: One,
23 hit the oncoming bicyclist at that speed; two,
24 run over my son and his bicycle; or, three, bail
25 off into the grass.

1 I took the last choice. We both were
2 fine after the whole incident. But if we were
3 doing that on the overpass with a median, if I
4 am mounted on a bike, I could potentially spill
5 over into traffic. The other option is that I
6 am entangled in a chain link fence.

7 So, even at eight feet, the table you
8 are sitting at in front of you tonight is not a
9 lot of space to meet somebody when you could be
10 traveling between 20 miles an hour on a bike
11 down the grade, and also dealing with people
12 that are just learning the joys of outside and
13 the safety that could exist on the trail through
14 Central City. Thank you.

15 SARAH FISHER: Thank you.

16 CHUCK KRANCE: Chuck Krance; C-H-U-C-K,
17 K-R-A-N-C-E. I live at the proposed
18 intersection on Highway 14 where it's going to
19 have the roundabout. I live in the northeast
20 corner. If the roundabout goes there --

21 I mean, I don't understand why there
22 wouldn't be a roundabout or some other kind of a
23 traffic signal on the south end of the bypass
24 over the overpass.

25 Because you're talking Highway 30



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

JOHN BOEDER
2227 Q ST
AURORA NE 68818

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear John:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your thoughtful comments regarding the trail connection and pedestrian access. NDOT appreciates the feedback from the President of the Platte PEER Group.

NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and on bridges. In financial partnership with Central City, the project, as presented at the public hearing, would have included an 8-foot-wide sidewalk along the east side of the new Highway 14 roadway, beginning at US-30, and extending over the UPRR railroad bridge, where it would transition to a 6-foot-wide sidewalk, and then continue along the east and north side of the roadway to where the new roadway intersects the existing Highway 14 (at 10th Street). Following the public hearing, NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path along the new Highway 14 from US-30 to the roundabout over and above what Central City has agreed to fund.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

1 I took the last choice. We both were
2 fine after the whole incident. But if we were
3 doing that on the overpass with a median, if I
4 am mounted on a bike, I could potentially spill
5 over into traffic. The other option is that I
6 am entangled in a chain link fence.

7 So, even at eight feet, the table you
8 are sitting at in front of you tonight is not a
9 lot of space to meet somebody when you could be
10 traveling between 20 miles an hour on a bike
11 down the grade, and also dealing with people
12 that are just learning the joys of outside and
13 the safety that could exist on the trail through
14 Central City. Thank you.

15 SARAH FISHER: Thank you.

16 CHUCK KRANCE: Chuck Krance; C-H-U-C-K,
17 K-R-A-N-C-E. I live at the proposed
18 intersection on Highway 14 where it's going to
19 have the roundabout. I live in the northeast
20 corner. If the roundabout goes there --

21 I mean, I don't understand why there
22 wouldn't be a roundabout or some other kind of a
23 traffic signal on the south end of the bypass
24 over the overpass.

25 Because you're talking Highway 30

1 traffic versus just Highway 14 traffic coming
2 from the north around 10th Street.

3 That's going to be ten times the traffic
4 coming on Highway 30, if we're just going to
5 have a three-way stop or whatever; anyway...

6 And then, after you leave, when you go
7 east on the proposed bypass route, I don't see
8 anything where you're going to be over to the
9 Warm Slough.

10 Is there going to be a culvert for the
11 Warm Slough to keep going east or -- Because it
12 looks, now, like it's just going to get filled
13 in. And like Bonnie said, there's years
14 that -- That's going to be a bad deal.

15 I just didn't know what the deal was
16 with the Warm Slough to the east, too. Thank
17 you.

18 SARAH FISHER: Thank you.

19 Anyone else?

20 ROBIN BOGATZ: Robin Bogatz; R-O-B-I-N,
21 B, as in boy, O-G-A-T-Z.

22 I have a couple of concerns: One, I
23 live one block off of Highway 14 on 11th Street,
24 and I'm really concerned about the additional
25 traffic and the noise just one block away.



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

CHUCK KRANCE
915 17TH AVE
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Chuck:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments suggesting other alignment alternatives and concerns regarding the Warm Slough.

A roundabout was considered for the N-14 and US-30 intersection; however, due to its substantial spatial requirements and potential encroachment on key community assets such as the Dark Island Trail, movie theater, and community activity center, a roundabout was not deemed suitable for this location. A standard T-intersection was selected as the preferred alternative because it minimizes impacts on surrounding structures and meets traffic flow expectations.

During final design the intersection will be analyzed to determine if a signal is warranted at this location or other intersection control alternatives are warranted.

For more information on intersection alternatives considered, please refer to the Draft EA on the NDOT website: ndot.info/42013.

The project does encroach on the floodplains of Trouble Creek and Warm Slough; however, the design ensures that floodplain regulations are met. The new viaduct would span Trouble Creek, and structures like bridges and culverts would be designed to effectively convey floodwaters without increasing the risk of flooding.

The Preferred Alternative would result in minor impacts to Warm Slough due to the construction of a new box culvert to channel Warm Slough waters beneath the new roadway. Additionally, it would necessitate the extension of the existing Warm Slough box culvert along N-14/17th Street to accommodate the construction of a roundabout at 10th Street.

As part of the design process, a detailed drainage analysis will be conducted to ensure that the viaduct and associated infrastructure maintain proper water flow.

Vicki Kramer, Director

Department of Transportation

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Lincoln, NE 68509-4759

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Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

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During final design, the impacts to properties would be evaluated and minimized when possible. The project would also maintain the functionality of the highway by providing an intersection configuration that improves safety.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

A handwritten signature in cursive script that reads "Sarah Fisher".

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

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A decorative graphic at the bottom of the page consisting of a yellow wave shape on the left and a blue wave shape on the right, both pointing towards the center.

1 traffic versus just Highway 14 traffic coming
2 from the north around 10th Street.

3 That's going to be ten times the traffic
4 coming on Highway 30, if we're just going to
5 have a three-way stop or whatever; anyway...

6 And then, after you leave, when you go
7 east on the proposed bypass route, I don't see
8 anything where you're going to be over to the
9 Warm Slough.

10 Is there going to be a culvert for the
11 Warm Slough to keep going east or -- Because it
12 looks, now, like it's just going to get filled
13 in. And like Bonnie said, there's years
14 that -- That's going to be a bad deal.

15 I just didn't know what the deal was
16 with the Warm Slough to the east, too. Thank
17 you.

18 SARAH FISHER: Thank you.

19 Anyone else?

20 ROBIN BOGATZ: Robin Bogatz; R-O-B-I-N,
21 B, as in boy, O-G-A-T-Z.

22 I have a couple of concerns: One, I
23 live one block off of Highway 14 on 11th Street,
24 and I'm really concerned about the additional
25 traffic and the noise just one block away.

1 10th and 11th Street are still dirt
2 roads. It's quiet there. I think most of us
3 probably moved over there because of that
4 reason.

5 I don't think any of us really want to
6 see all this additional traffic coming and
7 affecting our view and our neighborhood.

8 I really don't understand why it can't
9 extend past, you know, like, Atlantic Homes,
10 along the other railroad tracks before the
11 cemetery out there, and just avoid Jackie's area
12 and Manny's house and everything, and just kind
13 of avoid all that residential area. I just
14 think it should extend out a little bit more.

15 I'm also concerned about the slough that
16 is right there. I'm a half block from it. A
17 few years ago, we had all that rain and it did
18 flood really bad. The slough was full and our
19 division was all flooded.

20 I'm just kind of worried with the
21 additional work over there that, maybe, it won't
22 get addressed properly.

23 We don't want to recreate that in our
24 neighborhood in the future, with those of us
25 that do have basements.

1 Another thing I would be concerned
2 about, we still do have dirt roads over there.
3 This may be more of a City issue, but we may be
4 prompted to pave our area just because of this
5 new project over there.

6 When I was growing up, the town that I
7 lived in, they went from dirt to paved roads.
8 My parents had a big yard on a corner, and they
9 were responsible for paying for the curbs and
10 the roads on two sides of their home.

11 I'm really concerned that if the City
12 chooses to do that to look prettier on the north
13 side of town, that the home owners would have to
14 absorb that cost; so, that's a concern.

15 And then the other thing, is there going
16 to be additional traffic, if the highway between
17 Grand Island and Central City ever extends to
18 have additional lanes, how would that affect the
19 flow coming into Central City if that ever
20 happens in the future?

21 SARAH FISHER: Thank you.

22 MICHAEL BEYL: My name is Michael Beyl;
23 M-I-C-H-A-E-L, B-E-Y-L. I live on 10th Street.

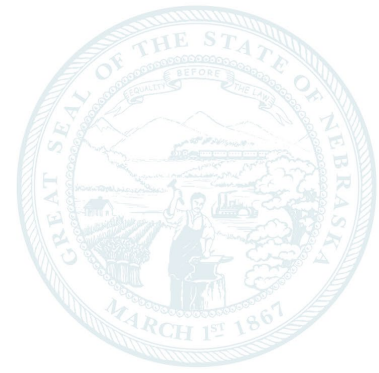
24 My thought is would it be possible to
25 move that roundabout up to O Road on Highway 14



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

ROBIN BOGATZ
1905 11TH ST
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Robin:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments suggesting other alignment alternatives and concerns regarding potential project impacts.

Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of potential alternatives and explains the rationale for selecting the Preferred Alternative.

An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

In regard to your suggestion to move the roundabout, moving the roundabout further north would require additional property acquisition, including the solar array, which would substantially increase project costs. It also lengthens the portion of existing N-14 that would be relinquished to the City.

The project does encroach on the floodplains of Trouble Creek and Warm Slough; however, the design ensures that floodplain regulations are met. The new viaduct would span Trouble Creek, and structures like bridges and culverts would be designed to effectively convey floodwaters without increasing the risk of flooding.

The Preferred Alternative would result in minor impacts to Warm Slough due to the construction of a new box culvert to channel Warm Slough waters beneath the new roadway. Additionally, it would necessitate the extension of the existing Warm Slough box culvert along N-14/17th Street to accommodate the construction of a roundabout at 10th Street.

As part of the design process, a detailed drainage analysis will be conducted to ensure that the viaduct and associated infrastructure maintain proper water flow.

Vicki Kramer, Director

Department of Transportation

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Lincoln, NE 68509-4759

PHYSICAL ADDRESS

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Lincoln, NE 68502

PHONE 402-471-4567

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dot.nebraska.gov

The highway traffic would be directed by standard highway signing to use the highway system. Traffic familiar with the city may choose local routes to access points within the northwest portion of the city. Traffic choosing these local routes would contend with low-speed local roads and at-grade railroad crossings.

The project improvements are restricted to infrastructure improvements related to the highway system only. Improvements to streets and city infrastructure not affected by the project improvements are the responsibility of the city and county.

The improvements with this project are addressing highway traffic along US-30 and N-14 within the city limits. Impacts associated with highway traffic outside of the city limits are part of the long-term planning and would also take into consideration the current improvements of the project.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

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1 Another thing I would be concerned
2 about, we still do have dirt roads over there.
3 This may be more of a City issue, but we may be
4 prompted to pave our area just because of this
5 new project over there.

6 When I was growing up, the town that I
7 lived in, they went from dirt to paved roads.
8 My parents had a big yard on a corner, and they
9 were responsible for paying for the curbs and
10 the roads on two sides of their home.

11 I'm really concerned that if the City
12 chooses to do that to look prettier on the north
13 side of town, that the home owners would have to
14 absorb that cost; so, that's a concern.

15 And then the other thing, is there going
16 to be additional traffic, if the highway between
17 Grand Island and Central City ever extends to
18 have additional lanes, how would that affect the
19 flow coming into Central City if that ever
20 happens in the future?

21 SARAH FISHER: Thank you.

22 MICHAEL BEYL: My name is Michael Beyl;
23 M-I-C-H-A-E-L, B-E-Y-L. I live on 10th Street.
24 My thought is would it be possible to
25 move that roundabout up to O Road on Highway 14

1 while following the Old Burlington Northern Rail
2 Line to make it less of an impact to residential
3 areas; Grant residence and Beaver residence.

4 Also, I had the concerns of overflow
5 traffic on 10th and 11th Street, and I guess
6 potentially, 13th as well.

7 I mean, I like my trucks too, but I
8 think it's going to be a noise nuisance at the
9 intersection as trucks are slowing down, coming
10 to the roundabout that close to the homes, and
11 then also accelerating out of there.

12 My main thought would be just to follow
13 that Burlington Northern Rail Line that's not
14 used anymore, if possible, and make that interim
15 roundabout intersection at O Road.

16 Thank you.

17 SARAH FISHER: Thank you. I do not see
18 any movement. Anyone else? Last call.

19 Okay. If there are no other questions
20 or comments, we will end the public forum. The
21 time is now 7:09 p.m.

22 Staff will be available in the room next
23 door to answer questions. So if you want to
24 look at anything else or comment, feel free.
25 We will be around until 7:30.



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

MICHAEL BEYL
1905 10TH ST
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Michael:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments suggesting other alignment alternatives and concerns regarding potential project impacts.

Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of potential alternatives and explains the rationale for selecting the Preferred Alternative.

An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

In regard to your suggestion to move the roundabout, moving the roundabout further north would require additional property acquisition, including the solar array, which would substantially increase project costs. It also lengthens the portion of existing N-14 that would be relinquished to the City.

Thank you for sharing your concerns regarding traffic noise near the roundabout. The proposed roundabout and viaduct are designed to reduce vehicle speeds, which may result in a decrease in noise levels in this area. A noise analysis conducted as part of the project concluded that there would be no substantial increase in noise levels.

Although the noise model does not specifically account for hydraulic brake noise, we acknowledge that it can contribute to additional noise and vibration.

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

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1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

We encourage you to share your concerns about hydraulic brake noise with Central City's City Administrator, Chris Anderson, who can address potential restrictions at this intersection. Mr. Anderson can be reached at the following address or email:

Chris Anderson
P.O. Box 418
Central City, NE 68826
chris@cc-ne.com

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

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U.S. Department
of Transportation
Federal Highway
Administration

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

PUBLIC COMMENT SHEET

RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

DON'T ~~NEED~~ NEED AN OVERPASS IN
CENTRAL CITY. ELEVATOR DOESN'T BLOCK
CROSSINGS ANYMORE.

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

The Nebraska Department of
Transportation (NDOT) and the
Federal Highway Administration
(FHWA) appreciate your input.
Your comments, questions, and
suggestions will be reviewed
by appropriate personnel.
Thank you for your participation.

Name: (Please Print) _____

Address: _____

City, State, Zip: _____

Phone: _____ Email: _____



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

Anonymous

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Stakeholder:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments regarding the need for the project.

Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of potential alternatives and explains the rationale for selecting the Preferred Alternative.

Additional information regarding the project's purpose, need, and alternatives can be found in the Draft Environmental Assessment (EA). An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
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RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

Pinnede Investment office and McIlroy Hardware will have no customer parking by buildings. All current employee parking along east side of building will be gone. This is a problem for these and I assume other businesses. True Values and McIlroy Hardware have Semi-trucks delivered to them. I am an employee at McIlroy's. I like the concept - but a couple businesses will be hurt badly -

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Name: (Please Print)

William Gidg

Address:

2727 22nd Ave

City, State, Zip:

Central City, NE

Phone:

308 940 1067

Email:

williamgidg@gmail.com



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

William Gilg
williamgilg@gmail.com

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear William:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments regarding potential project impacts.

As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: shaw.mikaela13@gmail.com
Subject: Comment Inquiry for Central City Viaduct
Date: Thursday, December 19, 2024 10:41:12 AM

Form Results

Project

Central City Viaduct

Project URL

<https://dot.nebraska.gov/projects/future-projects/central-city-viaduct/>

Full Name

Mikaela Shaw

Email

shaw.mikaela13@gmail.com

Address

2719 Terry Ln

City

Central City

State

Nebraska

Zip

68826

Comment

I am deeply concerned about the potential impact of the two years of construction on our downtown businesses. A key issue is ensuring that costumers and travelers can still access the businesses. Any detours or disruptions that redirect customers and patrons away may directly jeopardize these businesses, especially if these detours are over weeks or months at a time.

How satisfied are you with this project?

Somewhat satisfied



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

MIKAELA SHAW
2719 TERRY LN
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Mikaela:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments regarding potential project impacts.

Construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction.

The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: crjnjb@eaglecom.net
To: [Fisher, Sarah](#)
Subject: Central City Viaduct Project
Date: Friday, December 20, 2024 1:48:54 PM

[You don't often get email from crjnjb@eaglecom.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

C. Richard Johnson, DVM
1111 17th Ave.
Central City, NE 68826

We have lived on highway 14 (17th Ave) for 60 years. Since the ethanol plant went into operation the truck traffic has increased greatly. We get numerous trucks hauling corn to the plant, trucks hauling distillers grain back to the feedlots, and numerous cattle truck from the North going to Grand Island and Gibeon packing plants. I would guess 50% of the grain haulers and cattle haulers come by our house using hydraulic brakes. It is not like they don't know that there is probably not a town in the United States that allows these brakes used in the City Limits. They just think it is funny and they never get stopped for it. So now comes my concern you are going to put a roundabout right next to 2 residences and a slow down area where there are 3-4 residences. These trucks will be slowing down to 15 miles per hours to get through the roundabout and then accelerating to continue. If the same about of trucks use there hydraulic brakes as now that is going to disrupt a lot of lives as they live closer to the highway then we do. It looks like it makes much more sense to continue north following the old Burlington tracks and put the roundabout there. Those tracks are close and that intersection should be upgraded anyway. This is the common complaint I have heard from numerous people after the meeting on the 17th.

Thank you for your consideration.

Respectfully

C. Richard Johnson, DVM
1111 17th Ave
Central City, NE 68826

From: crjnjb@eaglecom.net
To: [Fisher, Sarah](#)
Subject: Central City Viaduct Project
Date: Thursday, December 26, 2024 11:04:56 AM

[You don't often get email from crjnjb@eaglecom.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

The two biggest complaints I have heard from conversations about this project is: Taking away parking places. I feel this is minimum because parking on the North side of Highway 30 is risky as best. If you park between the Thrift shop and Corner Stone bank you may set there for 5-10 minutes to get out because of the traffic. There are only 3-4 parking places on the next block and it is risky because of traffic coming from the East. I feel this is a city problem and could be solved by hard surfacing some alleys behind the businesses which has been proposed for years. The second and more serious problem is the construction of a large roundabout (has to be large for trucks) right in the front yard of two residential properties which are both inhabited. This also sets right adjacent to the warm slough. I cannot believe any engineer with any concern for not disrupting lives would think this was a good plan especially when there is a completely open area 1/2-3/4 of a mile to the North. Surely all of you had to know this was going to cause a controversy. It is almost like you planned it that way. As stated before I have lived on Highway 14 for 60 years and as increased truck traffic especially corn haulers and cattle trucks they enjoy using there hydraulic brakes to slow down. We live back from the road and have numerous trees which helps to deaden the sound. However, the houses on the West side of 14 North of the proposed roundabout are very close to the highway. I sure they will experience great discomfort from this noise. If the people working on this project are at all concerned about peoples legitimate concerns it looks like this needs to be addressed. Thank you for your consideration.

Respectfully
C. Richard Johnson, DVM



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

C. RICHARD JOHNSON, DVM
1111 17TH AVE
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear C. Richard:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your concerns regarding traffic noise near the roundabout, potential project impacts and the Warm Slough.

For more information on intersection alternatives considered, please refer to the Draft EA on the NDOT website: ndot.info/42013.

In regard to your suggestion to move the roundabout, moving the roundabout further north would require additional property acquisition, including the solar array, which would substantially increase project costs. It also lengthens the portion of existing N-14 that would be relinquished to the City.

The proposed roundabout and viaduct are designed to reduce vehicle speeds, which may result in a decrease in noise levels in this area. A noise analysis conducted as part of the project concluded that there would be no substantial increase in noise levels.

Although the noise model does not specifically account for hydraulic brake noise, we acknowledge that it can contribute to additional noise and vibration.

We encourage you to share your concerns about hydraulic brake noise with Central City's City Administrator, Chris Anderson, who can address potential restrictions at this intersection. Mr. Anderson can be reached at the following address or email:

Chris Anderson
P.O. Box 418
Central City, NE 68826
chris@cc-ne.com

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

Parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. During final design, impacts would be refined to minimize loss of parking.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov





RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

Two people suggested by paving County Road 17 the 4 miles straight south of the 14 + 92 intersection and putting the overpass there. Keep the railroad crossing at 14 + 30 open. These two intersections would balance out the traffic. With the intersection east of the Mall would be a bottle neck as the traffic has to turn left or right. The traffic going west on 30 would have to make a left turn at 14 + 30. To go to Omaha. Closing railroad crossing is too busy to close. The overpass one mile to the east would balance traffic.

RECEIVED

DEC 23 2024

Thank you
Bill Rolf

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very Dissatisfied
☐

Somewhat Dissatisfied
☐

Neutral
☐

Somewhat Satisfied
☒

Very Satisfied
☐

Name: (Please Print) William A. Rolf
Address: 49609 N 270 ave
City, State, Zip: Fullerton NE 68638
Phone: 308 750 4392 Email: None



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

WILLIAM A. ROLF
49609 N 270 AVE
FULLERTON NE 68638

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear William:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments suggesting other alignment alternatives and concerns regarding closure of at-grade crossings.

The proposed viaduct alternative includes the closure of at-grade crossings in compliance with Title 415 of the Nebraska Administrative Code, which requires the closure of at least two public at-grade crossings for new grade-separation projects. This includes the closing of 13th Ave and N-14 at-grade crossings to meet these requirements and eliminate conflicts between vehicles and trains.

Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of potential alternatives and explains the rationale for selecting the Preferred Alternative.

An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [Glenn Larson](#)
To: [Fisher, Sarah](#)
Subject: Central City RR crossing
Date: Tuesday, December 24, 2024 1:32:54 PM

You don't often get email from glennlarson68@gmail.com. [Learn why this is important](#)

Sarah,

I would like to express my opposition to the reroute of Hwy 14. Hwy 14 is not the busy road.

It's Hwy 30 and I do not see this change helping with the flow of Hwy 30 traffic.

I like the look of the triangle and its history.

The cost could be used for more maintenance of Hwy 30 or expanding it to a 4 lane.

Thank for your time.

Glenn Larson.



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DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

Glenn Larson
glennlarson68@gmail.com

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Glenn:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments regarding the relocation of N-14.

The primary purpose of this project is to close the railroad crossing and construct a viaduct. US-30 is not the focus of this project.

Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of potential alternatives and explains the rationale for selecting the Preferred Alternative.

An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

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Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

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DEPARTMENT OF TRANSPORTATION

DEC 26 2024

PUBLIC COMMENT SHEET

RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

I would like a 10' walk/bike
sidewalk on the viaduct in order
to connect the Dark Island Trail to
the north side of town.

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☒

Very
Satisfied
☐

The Nebraska Department of
Transportation (NDOT) and the
Federal Highway Administration
(FHWA) appreciate your input.
Your comments, questions, and
suggestions will be reviewed
by appropriate personnel.
Thank you for your participation.

Name: (Please Print)

Tom Wagner

Address:

1782 Equine's Corral

City, State, Zip:

Central City NE 68826

Phone:

308-940-0226

Email:

tomnancy211@msn.com



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DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

TOM WAGNER
1782 EQUINEUS CORRAL
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Tom:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments regarding the trail width.

NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and on bridges. In financial partnership with Central City, the project, as presented at the public hearing, would have included an 8-foot-wide sidewalk along the east side of the new Highway 14 roadway, beginning at US-30, and extending over the UPRR railroad bridge, where it would transition to a 6-foot-wide sidewalk, and then continue along the east and north side of the roadway to where the new roadway intersects the existing Highway 14 (at 10th Street). Following the public hearing, NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path along the new Highway 14 from US-30 to the roundabout over and above what Central City has agreed to fund.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

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Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

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DEPARTMENT OF TRANSPORTATION

DEC 26 2024

PUBLIC COMMENT SHEET

RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

Please see attached typewritten comment dated 12/19/2024.

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
○

Somewhat Dissatisfied

Neutral
○

Somewhat Satisfied

Very Satisfied
○

Name: (Please Print) Lennis Benson

Address: 65 Willow Bend

City, State, Zip: Marquette, NE 68854

Phone: 402-649-7550 Email: lbenson47@gmail.com

**Public Comment, Central City Viaduct
December 19, 2024**

The Central City viaduct is a welcome and much needed project. Several Nebraska communities along the Highway 30/Union Pacific main line have benefited significantly from similar viaduct projects over the years.

I live at Willow Bend 3 miles south of Central City. It is adjacent to the Dark Island Trail, a hike/bike trail developed on abandoned Burlington Northern rail property which runs between Highway 30 in Central City and downtown Marquette (8 miles). It is popular with a significant number of local and regional hikers and bikers.

I am glad to see the Central City viaduct project include a sidewalk. The close proximity to the existing Highway 30 starting point for the Dark Island trail is significant. However, the proposed 8-foot sidewalk width is a concern for pedestrian and bicycle traffic.

Please consider increasing the sidewalk to 10-12 feet based on national recommendations and local observations.

The American Association of State Highway and Transportation Officials (AASHTO) recommends a minimum width of 10 feet for two-directional shared-use paths. In areas with higher anticipated use, especially where there's a significant mix of pedestrians and cyclists, AASHTO advises increasing the width to 12-14 feet to ensure safe and efficient passage.

Similarly, the Federal Highway Administration (FHWA) notes that while 8 feet may be acceptable in rare and constrained situations, a 10-foot path is generally the minimum for shared-use paths, with wider paths recommended in areas of higher use.

The former train bridge crossing the Platte River on the Dark Island Trail, located 2 miles south of Central City, has been converted for pedestrian/bike use and measures exactly 9 feet wide. Personal experience, having hiked or ridden bike over this bridge on numerous occasions the last 10 years, meeting oncoming hikers or bikers can be somewhat challenging.

Encounters with oncoming traffic can be uncomfortable and potentially hazardous, especially when the sidewalk path is adjacent to vehicular traffic, as would be the case on the viaduct.

In summary, increasing the sidewalk width on the Central City viaduct to 10-12 feet would be a proactive measure to enhance safety and user experience, aligning with national guidelines for shared-use paths.

Respectfully Submitted,



Lennis Benson
65 Willow Bend
Marquette, Nebraska 68854

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DEC 26 2024



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DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

LENNIS BENSON
65 WILLOW BEND
MARQUETTE NE 68854

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Lennis:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments regarding the trail width.

NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and on bridges. In financial partnership with Central City, the project, as presented at the public hearing, would have included an 8-foot-wide sidewalk along the east side of the new Highway 14 roadway, beginning at US-30, and extending over the UPRR railroad bridge, where it would transition to a 6-foot-wide sidewalk, and then continue along the east and north side of the roadway to where the new roadway intersects the existing Highway 14 (at 10th Street). Following the public hearing, NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path along the new Highway 14 from US-30 to the roundabout over and above what Central City has agreed to fund.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

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DEPARTMENT OF TRANSPORTATION

DEC 26 2024

PUBLIC COMMENT SHEET

RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

The viaduct needs to be on Highway 14.

The route as laid out is very inconvenient, and will be for the next 100 years.

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☒

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Name: (Please Print) VIRGIL LINDNER

Address: 2606 20th AVE

City, State, Zip: CENTRAL CITY NE 68826

Phone: 308-946-3326

Email: _____



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DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

VIRGIL LINDER
2606 20TH AVE
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Virgil:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments suggesting other alignment alternatives.

Aligning a viaduct along N-14 would have substantial potential impacts to businesses in downtown Central City. Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of potential alternatives and explains the rationale for selecting the Preferred Alternative.

An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

DEC 27 2024



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DEPARTMENT OF TRANSPORTATION

RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

Have concerns about impact on the wetlands
inside the project. Is any mitigation required?
Also, understand concerns of residents, but
any projects like this involve NIMBY issues.
I have some real concerns about the loss of
25 parking spaces. Perhaps work in some of
street parking areas along with signage &
paving.

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☒

The Nebraska Department of
Transportation (NDOT) and the
Federal Highway Administration
(FHWA) appreciate your input.

Your comments, questions, and
suggestions will be reviewed
by appropriate personnel.

Thank you for your participation.

Name: (Please Print)

Barry Marsh

Address:

2706 14th Avenue

City, State, Zip:

Central City, NE 68826

Phone: (308) 940-1915

Email: bvm4563@gmail.com



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

BARRY MARSH
2706 14TH AVE
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Barry:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your concerns regarding wetland impacts and downtown parking.

Wetlands were identified within the Study Area during delineations conducted in 2023. Construction of the Preferred Alternative would require a CWA Section 404 Nationwide Permit from USACE. Temporary and permanent impacts to wetlands are anticipated and will be addressed in the Section 404 permitting process. Any temporary impacted wetlands would be restored to pre-construction condition or better, with appropriate seed mixes. Wetlands that are not permitted for impact would be marked as avoidance areas on the project plans. Avoidance and minimization measures will be further refined during the preliminary and final design processes as needed.

As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [BRIAN BUHLKE \(via Google Docs\)](#)
To: [Fisher, Sarah](#)
Subject: Strong support from the medical community for the viaduct project as proposed.,
Date: Monday, December 30, 2024 2:12:41 PM
Attachments: [viaduct letter .pdf](#)

You don't often get email from buhlke@gmail.com. [Learn why this is important](#)

BRIAN BUHLKE attached a document

—
|  | BRIAN BUHLKE (buhlke@gmail.com) has attached the
— following document:

Thank you for helping our commity.
BKB



viaduct letter

Google LLC, 1600 Amphitheatre Parkway, Mountain View, CA 94043, USA
You have received this email because buhlke@gmail.com shared a document with you from Google Docs.



Thank you for providing the opportunity to share feedback on the proposed Central City Viaduct during the public comment section. I was pleased with the thoughtful questions and concerns raised during the meeting and was impressed that the majority of patrons I spoke with expressed strong support for the project. I particularly appreciated the discussion surrounding noise, waterways, and the trail project, which were all positive contributions to the dialogue.

I would like to address the critical need for the Central City Viaduct from a public safety standpoint. As a physician at the local hospital and the Director of Medical Emergency Services for over 20 years, I speak on behalf of all medical providers in expressing our unwavering support for this project.

On the very day of the public hearing, we experienced two incidents that highlight the urgent need for the viaduct. Early that morning, we received a frantic call from a gentleman whose wife was "barely conscious and having difficulty breathing." This family lives on the north side of the train tracks, and a parked train blocked all crossings. Unable to get his wife to the emergency department promptly, he was directed by one of our nurses—who is unfortunately familiar with this recurring issue—to drive out of town to find a crossing. This delay in care directly jeopardized the patient's health and exemplifies the disparities in access to emergency services caused by the current infrastructure. It is unacceptable that survival outcomes for critical conditions, such as heart attacks, are significantly influenced by which side of the tracks a person resides. We estimate that 20–30 similar incidents occur annually.

Later that morning, my medical colleague experienced another alarming incident. While out for a run, he was unable to cross the tracks to return home due to the same, aforementioned, parked train. As he sought an alternative crossing, he witnessed three middle school students crawling through the train to reach school. This sight was deeply unsettling. The risk of a train-related accident involving children is horrifying, and it underscores the urgent need for a safe solution.

On a weekly basis, our ambulance, fire, and police services face delays due to blocked train crossings, leaving our community members vulnerable during emergencies. The viaduct project offers the simplest and most effective solution to resolve these issues and ensure equitable access to life-saving services.

We are thrilled at the prospect of the viaduct's completion and eagerly await a time when these barriers no longer impede public safety.

Thank you for your consideration.

Brian K Buhlke DO FAAFP

Merrick Medical Center



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

Brian Buhlke
buhlke@gmail.com

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Brian:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your comments regarding your support of the project. NDOT values your input and appreciates you taking the time to share your concerns.

We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: [McIlnay & Company](#)
To: [Fisher, Sarah](#)
Subject: Central City Viaduct project
Date: Tuesday, December 31, 2024 10:19:58 AM

You don't often get email from mcilnayco@gmail.com. [Learn why this is important](#)

Sarah,

I attended the meeting on the Central City Viaduct project and have a couple of questions. We own a business located at 306 G Street and are concerned with parking and truck issues. We currently have a couple of parking spaces behind our building - the drawing has it all marked as sidewalk and no parking. I would like to make sure we still have parking behind our building, as most of our customers use the back door. It also appears that we will lose the parking spot in front of our business, too. The other concern I have is when we get our delivery trucks. It will be inconvenient for them to find a place to stop and unload. Currently, the front of the truck usually sticks out into Highway 14 a bit. With the proposed one-way traffic in that location, both our truck and True Value's truck will have to find a new way to get to the locations to back in and unload. I have attached pictures of how our truck is usually parked when unloading. If you have any questions, please let me know.

Thank you!

--

Sherree Stahn
McIlnay & Co.

E-mail mcilnayco@gmail.com
Phone/fax 308-946-3182



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

Sherree Stahn
McInay & Co.
mcilnayco@gmail.com

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Sherree:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your concerns regarding potential impacts.

The proposed project would not be impacting parking on US-30; parking on B Ave would be impacted.

Parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. During final design, impacts will be refined to minimize loss of parking.

As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759

sarah.fisher@nebraska.gov
402-479-3832 Office
402-479-3989 Fax

Overall This is a Very good Project and a long time coming. There were some good points at the public hearing regarding the Dark Island Trail over the overpass. I would also like to see it widened to the minimum necessary to receive Federal funds to expand the trail.

Also, to those people that want to move the proposed route, their chance for input was in 2016. We are a little late for that.

I would like the project to move forward.

RECEIVED

JAN 02 2025

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☒

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Name: (Please Print)

Donald C. Parker

Address:

1015 20th ST.

City, State, Zip:

Central City, NE 68824

Phone:

308-940-2929

Email:

d.parker480@gmail.com



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Jim Pillen, Governor

April 2, 2025

DONALD C. PARKER
1015 29TH ST
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Donald:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments regarding the trail width.

NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and on bridges. In financial partnership with Central City, the project, as presented at the public hearing, would have included an 8-foot-wide sidewalk along the east side of the new Highway 14 roadway, beginning at US-30, and extending over the UPRR railroad bridge, where it would transition to a 6-foot-wide sidewalk, and then continue along the east and north side of the roadway to where the new roadway intersects the existing Highway 14 (at 10th Street). Following the public hearing, NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path along the new Highway 14 from US-30 to the roundabout over and above what Central City has agreed to fund.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

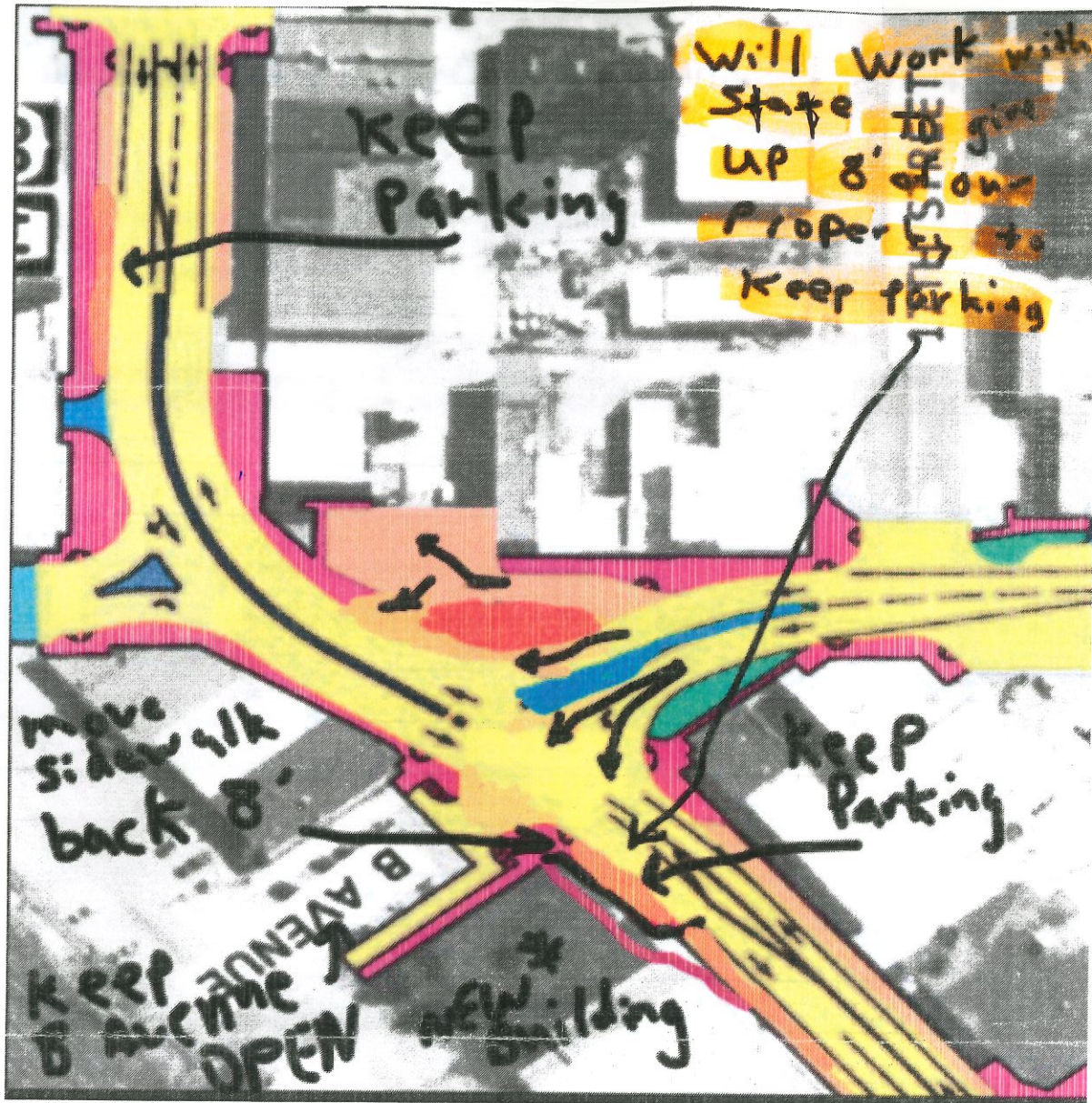
PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

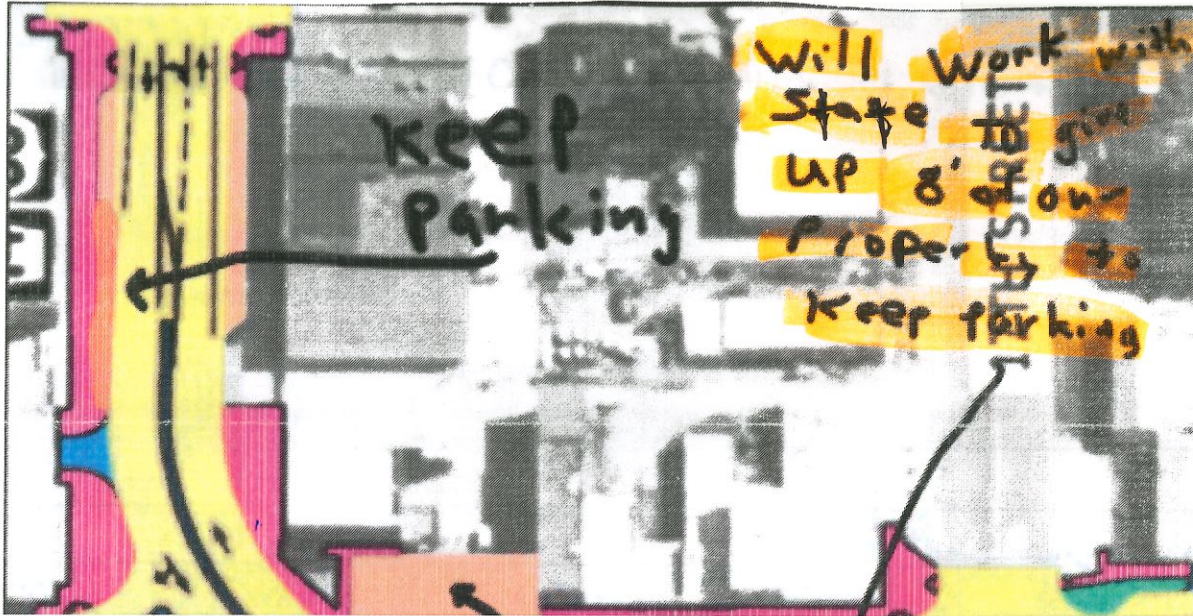


Owners of new building would be open for discussion to take 8' of our property (Front of NEW Building) if we can keep our parking in front of our building

RECEIVED

JAN 02 2025

Robert Jeffs



RECEIVED

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☐

Somewhat
Dissatisfied
☐

Neutral
☒

Somewhat
Satisfied
☐

Very
Satisfied
☐

The Nebraska Department of
Transportation (NDOT) and the
Federal Highway Administration
(FHWA) appreciate your input.
Your comments, questions, and
suggestions will be reviewed
by appropriate personnel.

Thank you for your participation.

Name: (Please Print) Robert Pfeifer

Address: 1010 Byers Drive

City, State, Zip: Central City NE 68826

Phone: 402-450-2304 Email: rob-rent@yahoo.com



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

ROBERT PFEIFER
1010 BYERS DR
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Robert:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your concerns regarding potential impacts.

Parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway. During final design, impacts will be refined to minimize loss of parking.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

Phone Log

Date:

1-6-2025

Time:

2:05 PM

Caller**Receiver**

Name:

Robert Wood

Name:

Sarah Fisher

Company:

Company:

NDOT

Address:

1107 15th Avenue

Address:

Phone No.:

308-390-2872

Phone No.:

402-479-3832

Re:

Called regarding Central City Viaduct project

Discussion:

Caller is a member of the fire department - said he had issues with the project: all of the semis go down 13th and go across the tracks and get onto Hwy 14 that way instead of going to the corner; his main concern is that just about half, if not more, members of the fire department live on the north side of the tracks - people go on 13th and go across the tracks, then go south on 14th Ave to get to the fire department; that doesn't include the ambulance crews. If you close the crossings, then response times will be slower - would at least double them and that is a matter of life or death. Stated that overpass should have been put in over 50 years ago. Caller asked why we can't elevate the railroad tracks instead of cutting all the crossings off - like they do in Grand Island - then there wouldn't be any accidents for the railroad and no whistles blowing when they go through town. The only track people would have to worry about would be the NCRC track to get to the ethanol plant. The main train that stops on the tracks all the time is UP - and they block all the crossings. Stated that they are not that big of a town - 2,500 people, so we are not like Grand Island - why would we need roundabouts or an overpass; we don't have that many accidents. Caller has been on fire department for 8 years and has only seen 2 accidents - and those weren't with a train. One was with the lights and the other was not; haven't had issues with people seeing the wrong lights (thinking they have a green when they don't). This will make a bigger hassle for people in town to get on overpass or RAB to get where they need to go and will cut down on space for new businesses (will lose all the area downtown). Stated that is ridiculous to have to move the bank that everyone has been banking at for years. Asked why we are changing the downtown intersection configuration when everyone is already used to it - why change something that works? Stated if the engineers are not from Central City, they need to spend more time there and see it firsthand for more than a week or two. When I asked him for his address he said he would like to speak with someone - would like called back at 308-390-2872.

Resolution:

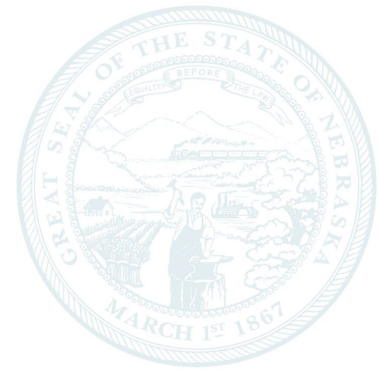
☐ For Your Concurrence☒ For Your Information



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

ROBERT WOOD
1107 15TH AVE
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Robert:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your concerns regarding emergency response routes. We understand the importance of ensuring timely access for fire and ambulance crews. While the current crossings can result in delays when trains block the tracks, the proposed viaduct would provide an unobstructed crossing point at all times, helping to ensure consistent and reliable access for emergency responders. Additionally, the at-grade crossings at F Avenue and C Avenue in Central City would remain open, maintaining alternate access points for the community. We value your input and are committed to considering the needs of the community throughout the project.

The current downtown intersection where N-14 and US-30 meet presents operational challenges due to its unusual and nonstandard configuration. The intersection is skewed, causing driver confusion and increasing the likelihood of sideswipe accidents, particularly between vehicles in the westbound left-turn and through/right-turn lanes. Data from NDOT crash reports indicate that this intersection has a higher crash rate compared to the statewide average for similar urban intersections, with recurring sideswipe accidents being the most common crash type.

A revised safety analysis from 2018-2020 shows that while the crash rate has slightly improved, incidents still predominantly involve semi-trucks, especially along the east approach. The proposed changes aim to improve safety and reduce crashes, creating a more predictable and safer traffic flow. While it may seem familiar to those accustomed to the current configuration, addressing these safety concerns is crucial for reducing potential accidents and improving overall traffic efficiency.

We appreciate your concerns and encourage further discussion about the project and are open to speaking with you directly about the proposed changes. Alternatives to raise the railroad through town were evaluated early in the project development process with significant impacts to historic properties,

Vicki Kramer, Director

Department of Transportation

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Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

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EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

roadways, traffic patterns, floodplains, and other resources. Additionally, the substantial cost associated with this alternative made it impractical when compared to other alternatives. Consequently, these alternatives were eliminated from further consideration prior to the first public meeting in 2016.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

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Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



From: [Central City Area Chamber of Commerce](#)
To: [Fisher, Sarah](#)
Subject: Central City Viaduct Project Comments
Date: Monday, January 6, 2025 3:37:47 PM
Attachments: [Comments on Viaduct Project 2024.docx](#)

You don't often get email from ccareachamber@gmail.com. [Learn why this is important](#)

Dear Sarah,
I am writing on behalf of the Central City Area Chamber of Commerce. I have attached our concerns in the comments attached.
Thank you.

Donna Jorgensen
Central City Area Chamber of Commerce
308.946.3897
ccareachamber@gmail.com



The Central City Area Chamber of Commerce wishes to share comments regarding the Central City Viaduct Project. The chamber's objectives are, in part, to help our businesses prosper and grow, to increase job opportunities and to contribute to the overall economic stability of our community. While elements of the viaduct project may assist us in meeting these objectives, we do have concerns about maintaining the viability of our downtown businesses due to the impact of the longevity of the project, the parking limitations it will impose (your presentation did not address this) and diversion of traffic away from our downtown businesses. It is not unusual for a major highway to run right through a community's business district and this needs some study as this project proceeds if our businesses are to not just survive but also thrive. If you spend anytime watching the traffic in our downtown area, you will notice that parking is along Highway 30 and some ancillary streets but there are no public parking lots. In addition, it is not always safe for pedestrians and cyclists to cross Highway 30 to access those businesses whose storefronts are along said highway. The volume of traffic alone is a deterrent to many who find it difficult to park and/or ease back into traffic while parked along the highway.

Thank you for allowing us to comment on our concerns. We would appreciate a written response to the items we have addressed above.

Sincerely,

Central City Area Chamber of Commerce



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

Donna Jorgensen
Central City Area Chamber of Commerce
308.946.3897
ccareachamber@gmail.com

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Donna:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your concerns regarding potential impacts.

Parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway.

As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing.

The design of the new intersection of US-30 and the new northbound N-14 does not include traffic signals at the intersection. During final design the intersection will be analyzed to determine if a signal is warranted at this location or other intersection control alternatives are warranted. This will look at traffic movements as well as pedestrian crossings. Pedestrian crossings in the vicinity of the new intersection may warrant additional safety treatments.

Construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and

Vicki Kramer, Director

Department of Transportation

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PHYSICAL ADDRESS

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Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction.

The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

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Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: jamiewright1126@gmail.com
Subject: Comment Inquiry for Central City Viaduct
Date: Monday, January 6, 2025 4:20:02 PM

Form Results

Project

Central City Viaduct

Project URL

<https://dot.nebraska.gov/projects/future-projects/central-city-viaduct/>

Full Name

Jamie Wright

Email

jamiewright1126@gmail.com

Address

1919 24th Street

City

Central City

State

Nebraska

Zip

68826

Comment

As a business owner, I have a lot of concerns about the lack of parking along Highway 30 in the proposal. We will go from having direct parking in front of our building, to parking at the end of the block - which I understand is not as bad as some businesses. BUT, that block has a lot of needs for parking with the thrift store and the dance studio. Our customers will not search for a parking spot, they

just won't stop, especially new customers. I am also disheartened to hear about the direction of the detour. This will direct traffic away from our local business community. If it runs the length of the project, that will have an astronomical impact on local businesses.

How satisfied are you with this project?

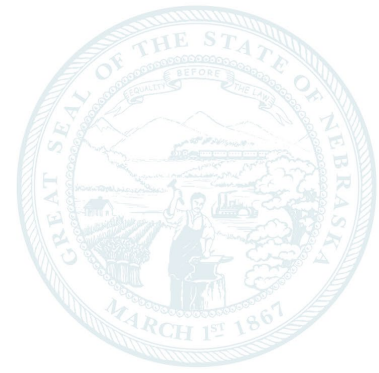
Very dissatisfied



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DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

JAMIE WRIGHT
1919 24TH ST
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Jamie:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your concerns regarding potential impacts.

Parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway.

As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing.

Construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction.

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: brittanynlzdoski@gmail.com
Subject: Comment Inquiry for Central City Viaduct
Date: Monday, January 6, 2025 4:32:09 PM

Form Results

Project

Central City Viaduct

Project URL

<https://dot.nebraska.gov/projects/future-projects/central-city-viaduct/>

Full Name

Brittany Lozdoski

Email

brittanynlzdoski@gmail.com

Address

1701 N Road

City

Central City

State

Nebraska

Zip

68826

Comment

A few concerning things... One is the fact that there is a lot of elimination of the downtown parking in front of businesses. This will drastically affect small local businesses. Two, what I understand, there is to detour traffic away from Central City for approximately two years while construction takes place. Again, this will drastically affect local businesses. Three, the dark island trail is an incredible

asset to our community and surrounding communities. In order for the trail project to continue to receive grants for expansion sidewalks need to be 10ft wide. Please consider this. This allows people to stay active in a rural place where walking from place to place is less excess accessible. Lastly, the increase in traffic is a major concern. As years pass more and more traffic will be going through Central City. Also the railroad between 13th and N Road that runs to the Ethanol plant on the east edge of town often stop for long periods of time. Sometimes 20 minutes, sometimes for over an hour backing up traffic for miles. This will be an issue. Please consider concerns. Thank you!

How satisfied are you with this project?

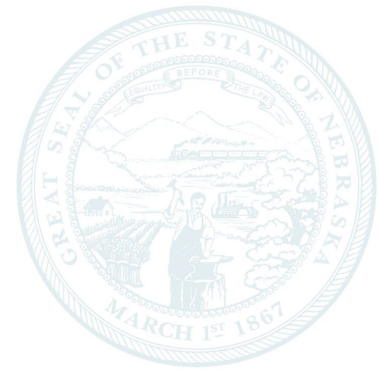
Neutral



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DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

BRITTANY LOZDOSKI
1701 N RD
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Brittany:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments regarding the trail width and concerns regarding potential impacts.

NDOT's standard sidewalk width is 5-foot and 7-foot along MSE walls and on bridges. In financial partnership with Central City, the project, as presented at the public hearing, would have included an 8-foot-wide sidewalk along the east side of the new Highway 14 roadway, beginning at US-30, and extending over the UPRR railroad bridge, where it would transition to a 6-foot-wide sidewalk, and then continue along the east and north side of the roadway to where the new roadway intersects the existing Highway 14 (at 10th Street). Following the public hearing, NDOT considered public comment and assessed the design of the pedestrian facilities and has agreed to fund the additional width required for a 10-foot-wide shared use path along the new Highway 14 from US-30 to the roundabout over and above what Central City has agreed to fund.

Parking is being removed in areas to enhance roadway safety. The new highway configuration is to mitigate traffic conflicts along US-30 and requires the removal of parking along segments. Throughout the project sidewalk bump-outs are being added at intersections to shorten the pedestrian crossings of the highway.

As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing.

The improvements with this project are addressing highway traffic along US-30 and N-14 within the city limits. Impacts associated with highway traffic outside of the city limits are part of the long-term planning and would also take into consideration the current improvements of the project.

Vicki Kramer, Director

Department of Transportation

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Lincoln, NE 68502

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EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

Construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction.

The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: sidneylewis1@gmail.com
Subject: Comment Inquiry for Central City Viaduct
Date: Monday, January 6, 2025 6:28:58 PM

Form Results

Project

Central City Viaduct

Project URL

<https://dot.nebraska.gov/projects/future-projects/central-city-viaduct/>

Full Name

Sid Lewis

Email

sidneylewis1@gmail.com

Address

1118 16th St

City

Central City

State

Nebraska

Zip

68826

Comment

I live on 12th Ave and 16th St, Central City NE. Sorry, I missed the meeting. But was concerned about the truck traffic on 16th St. Was wondering if we can change lowering the speed, for the 3 blocks of residence. Its 40 MPH know, they sound like Tanks sometimes.

How satisfied are you with this project?

Very satisfied



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

SID LEWIS
1118 16TH ST
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Sid:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your concerns regarding truck traffic and speed limits.

After construction of the project, speed limits would be evaluated to match the highway use and surrounding areas.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,

Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: firemule1880@yahoo.com
Subject: Comment Inquiry for Central City Viaduct
Date: Tuesday, January 7, 2025 11:22:54 AM

Form Results

Project

Central City Viaduct

Project URL

<https://dot.nebraska.gov/projects/future-projects/central-city-viaduct/>

Full Name

Central City Fire Department, (Brad Wells)

Email

firemule1880@yahoo.com

Address

716 16th Street

City

Central City

State

Nebraska

Zip

68826

Comment

Still discerning that the Emergency services of the community were not made a part of the information gathering. We would welcome that opportunity. For the Fire Department, our records from the last ten years do not show an impact for access to the North Side. The information does show that Hwy 30 traffic is the much larger issue. The amount of Hwy 30 traffic through town and the Rail Crossing

East on Hwy 30 for example. Also, the curves near Merrick County's 3rd Road and 20th Rd. More damage and more injuries than the Hwy 14/30 intersection. If one of the goals was to clean up the traffic in the down town area. An over view shows that these plans fail miserably. If nothing else they build in more hazards than they take away. The added hazards of curve of the viaduct, and the Round About both should match the hazards taken away from the change in the triangle. We do stand firmly in favor of the decision to keep the "C" Ave crossing open! We also would support the closing of the F Ave crossing in favor of leaving the 13th Street crossing in place. It is a main line artery for local traffic. It also takes away a good share of truck traffic from down town as well as well as making our access faster and safer. Once again, we would welcome a chance to review this project with the Department of Roads, especially since Emergency Service access is a large concern of our community.

How satisfied are you with this project?

Somewhat dissatisfied



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

CENTRAL CITY FIRE DEPARTMENT
BRAD WELLS
716 16TH ST
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Brad:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your concerns regarding the proposed alternative.

Coordination with emergency services is an essential part of the project development process, and we appreciate your offer to provide additional information. Public meetings were held in 2016 and 2021 to gather input and discuss the project with the community, including emergency services. We welcome the opportunity to engage further with the Fire Department and other emergency service providers to ensure the project meets the community's needs. If you would like to schedule a meeting to discuss your concerns, please contact NDOT District 4 at 308-385-6265.

We also appreciate your support for keeping the C Avenue crossing open and your feedback regarding the F Avenue and 13th Street crossings. According to Title 415 of the Nebraska Administrative Code, a new grade separation project, such as a viaduct, requires the closure of at least two public at-grade crossings, including one at or near the grade separation. In this case, 13th Street is the closest crossing to the viaduct.

As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing.

Vicki Kramer, Director

Department of Transportation

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Lincoln, NE 68502

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EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

The roadway alignment is designed using highway standards and the speed limit would be posted accordingly. The roadway has 6-foot shoulders to accommodate farm vehicles and is curbed to control roadway drainage.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

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Lincoln, NE 68509-4759

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Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: courtney.magnolias@gmail.com
Subject: Comment Inquiry for Central City Viaduct
Date: Tuesday, January 7, 2025 3:08:55 PM

Form Results

Project

Central City Viaduct

Project URL

<https://dot.nebraska.gov/projects/future-projects/central-city-viaduct/>

Full Name

Courtney Root

Email

courtney.magnolias@gmail.com

Address

City

Central City

State

Nebraska

Zip

68826

Comment

As a life long resident I see and understand the need for this project. I do have concerns however about the location of this project. Being a "northsider" it is beyond frustrating to get across the tracks, sit at the hwy 30 intersection and deal with the terrible havoc the crossing does on vehicles. However, combined traffic of hwy 14 and 30 sounds scary. I am very unsure of how this will keep the flow of traffic moving and not cause a bottle neck in our downtown area.

Can you please elaborate on the idea behind this and how it is going to move traffic more freely? Additionally, and most importantly owning a business in Central City- my deepest concern is the two year completion plan. As stated in the the presentation- there will be a Hwy 14 and Hwy 30 detour. Will this detour be for the entirety of the project? If so, this is very alarming of how our progressive downtown will stay alive? Not to mention after the project is complete the lack of downtown parking. I feel like a plan has been started, but not every angle looked at- if this project is to help with the safety and timing of first responders- by not place an over pass on the west side of Central City where our new hospital is located? A response to the above questions is greatly appreciated.

How satisfied are you with this project?

Very dissatisfied



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

Courtney Root
courtney.magnolias@gmail.com

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Courtney:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your concerns regarding potential impacts.

While improving the response time of first responders is an important consideration, it is just one of several factors evaluated in the context of this project's purpose and need. The primary needs of the project are to eliminate conflicts between trains and vehicles, reduce traffic congestion, and improve operations in downtown Central City.

The evaluation of potential alternatives is included in the Environmental Assessment (EA) prepared for this project. An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

As the project proceeds into final design, refinements to the roadway configuration will be taking place. This would include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing.

Construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and

Vicki Kramer, Director

Department of Transportation

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pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction.

The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

Department of Transportation

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RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
P.O. Box 94759
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402-479-3832 Office
402-479-3989 Fax

→ TRAFFIC SIGNAL INSTEAD OF ROUND ABOUT
OR 4-WAY STOP
→ TRAFFIC SIGNAL AT BOTTOM OF OVER PASS
AS ROAD JOINS HWY 30
→ CHANGE PROPOSAL FOR ONE WAYS
BECAUSE OF TAKING TRAFFIC BY SENIOR
CENTER, BANK & THEATER PLUS HOUSING
→ REGARDING PREVIOUS, CONTINUE TRAFFIC
SIGNAL AT 14 P 30
→ ROUND THE CORNER BUT CONTINUE
WITH WIDER TURN SOUTH AT 14 P 30
WHICH WOULD ELIMINATE THE ONE WAYS
RECEIVED
I HAVE TRAVELED 14 P 30 CORNER THOUSANDS OF
TIMES AND I HAVE NOT HAD ANY PROBLEMS
JAN 07 2025

What is your overall satisfaction with the proposed project?

The Nebraska Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) appreciate your input. Your comments, questions, and suggestions will be reviewed by appropriate personnel. Thank you for your participation.

Very
Dissatisfied
☒

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

Name: (Please Print)

GARY WEGNER

Address:

7 LAK DENADO

City, State, Zip:

MARQUETTE NE 68854

Phone:

308-390-3861

Email:

ga.wegner@gmail.com



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

GARY WEGNER
7 JAC DENADO
MARQUETTE NE 68854

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Gary:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments suggesting changes to the proposed project.

Two intersection concepts were considered for the N-14 and 10th Street intersection: a standard T-intersection and a roundabout. The standard T-intersection, while conforming to conventional design principles, presented limitations in terms of traffic efficiency. Given the need for smooth traffic movement along the relocated N-14 and clear guidance for southbound drivers merging onto the new facility, the roundabout emerged as the preferred alternative.

Thank you for your suggestion regarding the installation of a traffic light at the bottom of the overpass where the road joins US-30. During final design the intersection will be analyzed to determine if a signal is warranted at this location or other intersection control alternatives are warranted.

For more information on intersection alternatives considered, please refer to the Draft EA on the NDOT website: ndot.info/42013.

The downtown intersection in Central City, where existing N-14 and US-30 intersect, presents an operational challenge due to the unusual and nonstandard roadway configuration. This unique road alignment poses challenges for drivers, as they must navigate the intersection while adjusting to the non-linear alignment of N-14 and US-30. The preferred alternative would alleviate these nonstandard roadway configurations by moving the traffic signals and re-aligning the intersection to the west.

Vicki Kramer, Director

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The proposed changes aim to reduce crashes and improve traffic safety and efficiency. We understand that the intersection is familiar to locals, but the goal is to enhance safety and efficiency for all drivers, improving overall traffic flow and reducing crash risks.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

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RRZ-TMT-14-2 (123) Central City Viaduct; C.N. 42013

Please submit your written comments by January 7, 2025.

Return to: Sarah Fisher NDOT Public Involvement
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402-479-3989 Fax

A Hwy 30 Bypass Around The South of Central City would solve
most problems that exist. A Roundabout could be at the intersection of
Hwy 14 & Hwy 30

RECEIVED

JAN 07 2025

What is your overall satisfaction with the proposed project?

Very
Dissatisfied
☒

Somewhat
Dissatisfied
☐

Neutral
☐

Somewhat
Satisfied
☐

Very
Satisfied
☐

The Nebraska Department of
Transportation (NDOT) and the
Federal Highway Administration
(FHWA) appreciate your input.
Your comments, questions, and
suggestions will be reviewed
by appropriate personnel.
Thank you for your participation.

Name: (Please Print) Donald R. Inhof

Address: 1909 26th St

City, State, Zip: Central City NE 68926

Phone: 308-746-3323 Email: Imhof@Hamlet.net



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

DONALD R. IMHOF
1909 26TH ST
CENTRAL CITY NE 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Donald:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for your comments suggesting other alignment alternatives.

The downtown intersection in Central City, where existing N-14 and US-30 intersect, presents an operational challenge due to the unusual and nonstandard roadway configuration. This unique road alignment poses challenges for drivers, as they must navigate the intersection while adjusting to the non-linear alignment of N-14 and US-30. The preferred alternative would alleviate these nonstandard roadway configurations by moving the traffic signals and re-aligning the intersection to the west.

Multiple alternatives were carefully evaluated during project development to address the purpose and need while minimizing community and environmental impacts. These alternatives were discussed with the public at meetings held in 2016 and 2021 and were assessed in detail in the Environmental Assessment (EA) prepared for this project. The EA includes a comprehensive evaluation of potential alternatives and explains the rationale for selecting the Preferred Alternative.

An electronic version of the Draft EA is available for review on the NDOT website: ndot.info/42013.

A roundabout was considered for the N-14 and US-30 intersection; however, due to its substantial spatial requirements and potential encroachment on key community assets such as the Dark Island Trail, movie theater, and community activity center, a roundabout was not deemed suitable for this

Vicki Kramer, Director

Department of Transportation

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location. A standard T-intersection was selected as the preferred alternative because it minimizes impacts on surrounding structures and meets traffic flow expectations.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
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From: noreply@nebraska.gov
To: [NDOT, Public Involvement](#)
Cc: dmfamily1981@hamilton.net
Subject: Comment Inquiry for Central City Viaduct
Date: Wednesday, January 8, 2025 7:13:23 AM

Form Results

Project

Central City Viaduct

Project URL

<https://dot.nebraska.gov/projects/future-projects/central-city-viaduct/>

Full Name

Michelle Gulbrandson

Email

dmfamily1981@hamilton.net

Address

1339 Lone Tree Rd

City

Central City

State

Nebraska

Zip

68826

Comment

Over the last few years I have seen our downtown community start to thrive. I am very concerned about the impact on our downtown during construction especially the block from 16-17 st. I also think a round about on the north edge of town is going to have a negative effect on the residents there. It really doesn't seem necessary, the main flow of traffic will be using the overpass. As a business owner

located off of the projected project I am still concerned about construction impact. In a small community we depend on most of our business from outside patronage. We also see the benefits of all our storefronts success to give several reasons for people for traveling to our town.

How satisfied are you with this project?

Somewhat satisfied



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

April 2, 2025



Jim Pillen, Governor

MICHELLE GULBRANDSON
1339 LONE TREE RD
CENTRAL CITY, NEBRASKA 68826

NDOT Project: **RRZ-TMT-14-2(123) Central City Viaduct; C.N. 42013**

Dear Michelle:

The Nebraska Department of Transportation (NDOT) appreciates your input regarding the Central City Viaduct project.

Thank you for sharing your concerns regarding potential project impacts.

Construction would take place over two construction seasons. While the viaduct is being constructed, traffic along the existing highways would remain as-is except for the new intersections. Once the viaduct is open to N-14 traffic, construction may begin on US-30 and N-14 on existing alignments. Traffic would be maintained during construction. Impacts to parking, traffic, loading zones and pedestrian access would be monitored and addressed throughout construction. NDOT would work with Central City to designate any short-term detours during construction.

The highway detours identified are for through highway truck traffic during construction. US-30 and N-14 would remain open during construction with short-term closures when necessary.

As the project proceeds into final design, refinements to the roadway configuration will be taking place. This will include minimizing impacts to the existing parking, improving traffic flow through the traffic signals, and improving pedestrian access through reduced crossing distances and improved sight lines. Parking is being removed in areas to enhance roadway safety. Additional traffic analysis will look at traffic flow through the downtown areas using traffic signal configurations and updated signal timing.

Two intersection concepts were considered for the N-14 and 10th Street intersection: a standard T-intersection and a roundabout. The standard T-intersection, while conforming to conventional design principles, presented limitations in terms of traffic efficiency. Given the need for smooth traffic

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movement along the relocated N-14 and clear guidance for southbound drivers merging onto the new facility, the roundabout emerged as the preferred alternative.

During final design, the impacts to properties would be evaluated and minimized when possible.

Thank you for your feedback. We appreciate your participation on this project.

Sincerely,



Sarah Fisher
NDOT Public Involvement Specialist
sarah.fisher@nebraska.gov
(402) 479-3832

Vicki Kramer, Director

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Section 4(f) Exceptions (23 CFR 774.13):

Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties

Project Name

Central City Viaduct

Project Number

RRZ-TMT-14-2(123)

Control Number

42013

Project Location (*Road, Town, County*)

N-14, Central City, NE, Merrick County

Project Description

This project is located in Central City, Merrick County, Nebraska and is located on Highways US-30 and N-14, starting at mile marker (MM) 337.50 and extending east to MM 337.87 on US-30 and starting at MM 81.36 and extending north to MM 82.08 on N-14. Highway N-14 will be constructed on a new alignment from MM 337.70 on US-30 north to MM 82.08 on N-14. This alignment will proceed from US-30 MM 337.70 to the north crossing the Union Pacific Railroad and then will proceed to the west to connect back to existing N-14 MM 82.08

Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement sections.

The existing roadway on N-14/17th Avenue from MM 81.36 to MM 82.08 consists of two 12 foot composite lanes with shoulder for parking, curb and sidewalks. The existing roadway on US-30 from MM 337.50 to MM 337.87 consists of three 12 foot composite lanes with parking, curb and sidewalks.

The improvements on this project consist of constructing N-14 on a new alignment with a 580' viaduct over UPRR. The roadway will be a two-lane curbed urban roadway with 12 foot lanes and 6 foot shoulders and a sidewalk on one side of the roadway. The UPRR crossings at N-14 and 13th Street will be closed as part of this project. The north intersection that ties into existing N-14 will be a roundabout. The south intersection with US-30 will be a tee-intersection.

The existing US-30 and N-14 intersection will be realigned to the west to approximately B Avenue. C Avenue and 17th Avenue/N-14 from US-30 to I Street will be designated as one way pairs for northbound and southbound N-14. N-14 will be constructed as one or two lane curbed urban sections with 12 foot lanes, sidewalk and parking. US-30 roadway will be a three-lane curbed urban roadway with 12 foot lanes, sidewalks and parking from MM 337.50 to MM 337.59 and MM 337.65 to 337.87. US-30 roadway will be a two lane divided urban roadway with a 4 foot raised median and 20 foot lanes with sidewalks from MM 337.59 to MM 337.65.

Improvements include new paving, culvert and storm sewer work, guardrail, MSE walls, fencing, bridge, new intersections, improved intersections, sidewalks, pavement striping, lighting, pedestrian signal and traffic signals.

Grading will be required for the entire length of the project. US-30 and N-14 south of US-30 will be constructed at existing grade. N-14 on the new alignment north of US-30 will consist of embankment placement and MSE walls.

A new 580' bridge over the UPRR for N-14 will be constructed. This bridge will also span Trouble Creek. MSE walls and fencing and guardrail will be constructed with the new bridge.

A new bridge size box culvert will be constructed for N-14 over Warm Slough. The existing bridge size box culvert for existing N-14 will be extended.

This project will be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Pedestrian routes will be designated during construction. For local traffic there may be short term closures of side roads. To accommodate through truck traffic on N-14 and the US-30 the following detours will be used on the highway system to bypass Central City during construction. State highway detour for N-14 will be located from the intersection for N-14 and N-66 to US-81 to N-92 to the intersection of N-92 and N-14. State highway detour for US-30 will be located from the intersection of US-30 and US-281 to N-92 to the intersection of US-30 and N-92.

Additional property rights will be required to build this project.

A segment of N-14/17th Street between US-30 and the roundabout will be relinquished to the City.

Access to adjacent properties will be maintained during construction but may be limited at times due to phasing requirements.

Section 4(f) Property Name

Dark Island Trail

Official(s) with Jurisdiction

Taber Spencer, Central City Parks Superintendent

Property Description

The Dark Island Trail is a shared-use public trail that runs 8 miles from Highway 30 in Central City, NE to W 21 Road just south of Marquette, NE. The trail passes through Central Park approximately 300 feet south of the northern trail end. The trail varies in width and surface material along the length of the trail. The trail is approximately 8 feet wide and concrete where it joins Highway 30. The section of trail from Highway 30 to one mile south of Central City is owned and managed by the City of Central City. The remainder of the trail is owned and managed by the Platte PEER Group.

Type of Exception (Note: Choose the primary exception that applies from the drop-down choices below.)

23 CFR 774.13(d)

The following form was developed as a tool to assist in streamlining the Section 4(f) Exception process and to ensure that all necessary information is documented. A separate Exceptions Form is required for each Section 4(f) property for which an exception applies.

Establishing Section 4(f) Exception Relevancy

The following questions are taken directly from 23 CFR 774.13 to determine if the project is exempt from the requirement of Section 4(f) approval.

Check only the exceptions that apply for this property. (NOTE: More than one exception may apply.)

- a. 23 CFR 774.13(a): Restoration, rehabilitation, or maintenance of transportation facilities that are on or eligible for the National Register when: 1. [FHWA] concludes...that such work will not adversely affect the historic qualities of the facility that caused it to be on or eligible for the National Register, and 2. the Officials with Jurisdiction (OWJ) over the Section 4(f) resource have not objected to the [FHWA] conclusion.
- ☐
- b. 23 CFR 774.13(b): *All archeological sites qualify for the exception to Section 4(f) detailed at 23 CFR 774.13(b) unless the NDOT Professionally Qualified Staff (NDOT PQS) determines that the archeological site has important value for preservation in place and the SHPO/THPO has not objected. This information can be found on page 2 of the NDOT Section 106 Tier Review Form or through coordination with the NDOT PQS.*
- ☐
- c. 23 CFR 774.13(c): Designations of park and recreation lands, wildlife and waterfowl refuges, and historic sites that are made, or determinations of significance that are changed, late in the development of a proposed action. [See 23 CFR 774.13(c) for more parameters.]
- ☐
- d. 23 CFR 774.13(d): Temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f).
- The following conditions must be satisfied: 1. duration must be temporary and there should be no change in ownership of the land; 2. scope of the work must be minor; 3. there are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis; 4. the land being used must be fully restored to pre-existing conditions or better; and 5. there must be documented agreement of the OWJ(s) over the Section 4(f) resource regarding the above conditions.
- ☒
- e. 23 CFR 774.13(e): Federal lands transportation facilities as defined in section 1103(a)(3) MAP-21 (23 U.S.C. 101(a)(8)).
- ☐

- f. 23 CFR 774.13(f): Certain trails, paths, bikeways, and sidewalks, in the following circumstances: 1. trail-related projects funded under the Recreational Trails Program, 23 U.S.C. 206(h)(2); 2. National Historic Trails and the Continental Divide National Scenic Trail, designated under the National Trails System Act, 16 U.S.C. 1241-1251, with the exception of those trail segments that are historic sites as defined in 23 CFR 774.17; 3. trails, paths, bikeways, and sidewalks that occupy a transportation facility right-of-way without limitation to any specific location within that right-of-way, so long as the continuity of the trail, path, bikeway, or sidewalk is maintained; and 4. trails, paths, bikeways, and sidewalks that are part of the local transportation system and which function primarily for transportation.



- g. 23 CFR 774.13(g): Transportation enhancement projects and mitigation activities, where: 1. the use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and 2. the OWJ(s) over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section.



Describe project impacts, how the project qualifies for the selected Exception, completed coordination, and any other pertinent information.

The proposed viaduct will not require any permanent alteration or conversion of the Dark Island Trail property. However, temporary closure of approximately 100 sq. feet is anticipated during construction of the sidewalk along Highway 30 at the trailhead. The closure would be for safety and minor material staging only.

The five required conditions for temporary occupancy are noted below, with the rationale provided in brackets on how the conditions would be met:

(1) Duration must be temporary, i.e. less than the time needed for construction of the project, and there should be no change in ownership of the land.

[The portion of the Dark Island Trail would be temporarily closed a maximum of 1 month during the phase of construction when the new sidewalk along Highway 30 is being constructed near the trailhead. The overall project timeline is anticipated to be 2-3 years. The City of Central City, current owner of the effected portion of the Dark Island Trail, will maintain ownership during and after the temporary occupancy.]

(2) Scope of the work must be minor, i.e. both the nature and the magnitude of the changes to the Section 4(f) property are minimal.

[The area where the temporary occupancy is needed would be used for safety and staging only. No alterations would be made to the trail and the site would be fully restored to pre-construction conditions as needed. While the existing trail pavement would remain intact, rebar would be doweled into the side of the concrete to enhance the integrity and stability of the connection with the new sidewalk. The scope of work does not include any construction activities that would alter the trail property.]

(3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.

[As noted above, the trail will not be physically altered. The existing pavement will be left in place and joined to the new sidewalk by rebar connectors. During construction, the rest of the trail will remain open to the public

and continue to operate normally. Access to the trail will be maintained from the Fox Theater parking lot and the Central Park parking lot. The Fox Theater parking area is currently the access point listed on the trail website.]

(4) The land being used must be fully restored to pre-existing conditions or better.

[Following construction, the area of the temporary occupancy will be restored to its pre-construction condition. Any damages to the trail from staging of construction materials or incidental damage during connection to the new trail will be repaired to as good or better condition.]

(5) There must be documented agreement of the OWJ(s) over the Section 4(f) resource regarding the above conditions.

[Concurrence that the proposed project meets the conditions to qualify for a Section 4(f) temporary occupancy exception has been obtained from Taber Spencer, Parks Superintendent of the City of Central City, on 9/3/2024, and is attached to this document.]

Was mitigation necessary to minimize use? If so, explain the impacts and mitigation.

Temporary signs would be used to notify trail users of the closures and alternate accesses/routes.
(Contractor)

The contractor shall not complete work, stage, stockpile, or store materials within the boundaries of The Dark Island Trail beyond the limits of construction. (Contractor)

Following construction, the area of temporary easement would be restored to a similar if not improved state as before the construction. (Contractor)

Exception Documentation

Are detailed maps included, showing current and proposed right-of-way, temporary/construction easements, property boundaries, access points for pedestrians and vehicles (if applicable), and existing and planned property features?

☒ Yes ☐ No

Is concurrence from the Official(s) with Jurisdiction attached? (if required)

☒ Yes ☐ No, not required

Approval Signatures

I reviewed this checklist and all attached documentation and confirm that the above property and proposed project meet the requirements of 23 CFR 774.13 for a Section 4(f) Exception finding.

Preparer

Date

Matthew Vanicek

02/07/2025

NDOT Reviewer

Date

Talon
O'Connor

Digitally signed by Talon
O'Connor
Date: 2025.02.07 12:01:41
-06'00'

NDOT Approval

Date:

Jon Barber

Digitally signed by Jon
Barber
Date: 2025.02.07
13:12:38 -06'00'

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by NDOT pursuant to 23 USC 326 and the Memorandum of Understanding dated September 5, 2018, and executed by FHWA and NDOT. CEs not assigned to NDOT under the CE Assignment MOU continue to be processed in accordance with the processes contained in the *Environmental Procedures Manual*, with the exception that review and approval are retained by the Federal Highway Administration.

Federal Highway Administration

Date:

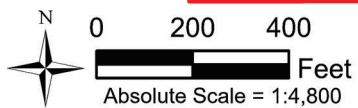
Luke Allen Pitts

Digitally signed by
LUKE ALLEN PITTS
Date: 2025.02.14
12:17:19 -06'00'



NAIP 2022 Merrick County Aerial Imagery

Dark Island Trail Section 4(f) Temporary Occupancy Map

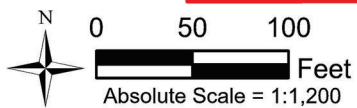


Central City Viaduct (RRZ-TMT-14-2(123), CN 42013)
Central City, Merrick County, NE



NAIP 2022 Merrick County Aerial Imagery

Dark Island Trail Section 4(f) Temporary Occupancy Map



Central City Viaduct (RRZ-TMT-14-2(123), CN 42013)
Central City, Merrick County, NE



Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



July 25, 2024

Mr. Taber Spencer
City of Central City
Parks Superintendent
1702 31st Street
Central City, NE 68826

Re: Section 4(f) Temporary Occupancy Concurrence Request for the Dark Island Trail
Project Name: Central City Viaduct
Project No: RRZ-TMT-14-2(123) NDOT Control Number: 42013

Dear Mr. Spencer,

As the Official with Jurisdiction over the Dark Island Trail, we are requesting your concurrence for a Section 4(f) exception for the Central City Viaduct project.

Project Description

The preferred alternative that is being pursued in the draft Environmental Assessment (project) is located in Central City, Merrick County, Nebraska and is located on Highways US-30 and N-14, starting at mile marker (MM) 337.50 and extending east to MM 337.87 on US-30 and starting at MM 81.36 and extending north to MM 82.08 on N-14. Highway N-14 will be constructed on a new alignment from MM 337.70 on US-30 north to MM 82.08 on N-14. This alignment will proceed from US-30 MM 337.70 to the north crossing the Union Pacific Railroad and then will proceed to the west to connect back to existing N-14 MM 82.08.

Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement sections.

The existing roadway on N-14/17th Avenue from MM 81.36 to MM 82.08 consists of two 12 foot composite lanes with shoulder for parking, curb and sidewalks. The existing roadway on US-30 from MM 337.50 to MM 337.87 consists of three 12 foot composite lanes with parking, curb and sidewalks. The improvements on the preferred alternative consist of constructing N-14 on a new alignment with a viaduct over UPRR. The roadway will be a two-lane curbed urban roadway with 12 foot lanes and 6 foot shoulders and a trail on one side of the roadway. The UPRR crossings at N-14 and 13th Street will be closed as part of this project. The north intersection that ties into existing N-14 will be a roundabout. The south intersection with US-30 will be a tee intersection.

The existing US-30 and N-14 intersection will be realigned to the west to approximately B Avenue. C Avenue and 17th Avenue/N-14 from US-30 to I Street will be designated as one way pairs for

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northbound and southbound N-14. N-14 will be constructed as one or two lane curbed urban sections with 12 foot lanes, sidewalk and parking. US-30 roadway will be a three-lane curbed urban roadway with 12 foot lanes, sidewalks and parking from MM 337.50 to MM 337.59 and MM 337.65 to 337.87. US-30 roadway will be a two lane divided urban roadway with a 4 foot raised median and 20 foot lanes with sidewalks from MM 337.59 to MM 337.65.

Improvements include new paving, culvert and storm sewer work, guardrail, MSE walls, fencing, bridge, new intersections, improved intersections, sidewalks/trail, pavement striping, lighting, pedestrian signal and traffic signals.

Grading will be required for the entire length of the project. US-30 and N-14 south of US-30 will be constructed at existing grade. N-14 on the new alignment north of US-30 will consist of embankment placement and MSE walls.

A new bridge over the UPRR for N-14 will be constructed. MSE walls, fencing and guardrail will be constructed with the new bridge.

Bridge size box culverts will be constructed for N-14 over Warm Slough.

The project will be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Pedestrian routes will be designated during construction. For local traffic there may be short term closures of side roads. To accommodate through truck traffic on N-14 and the US-30 the following detours will be used on the highway system to bypass Central City during construction. State highway detour for N-14 will be located from the intersection for N-14 and N-66 to US-81 to N-92 to the intersection of N-92 and N-14. State highway detour for US-30 will be located from the intersection of US-30 and US-281 to N-92 to the intersection of US-30 and N-92.

Additional property rights will be required to build this project.

Access to adjacent properties will be maintained during construction but may be limited at times due to phasing requirements.

Section 4(f) Description

Section 4(f) of the U.S. Department of Transportation Act of 1966 states that the Federal Highway Administration (FHWA) "... may approve a transportation program or project... requiring the use of publicly owned land of a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance, or land of an historic site of national, state or local significance (as determined by the Federal, State or local officials having jurisdiction over the park, area or site) only if...

1. There is no prudent and feasible alternative to the use of the land;
2. The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife or waterfowl refuge, or historic site resulting from the use."

A "use" of a Section 4(f) resource can be permanent, temporary, or constructive (i.e. indirect impacts so great that they affect the very reason the area is protected under Section 4(f)).

Section 4(f) Property

Since this project involves an action by the Federal Highway Administration (FHWA), it comes under the purview of Section 4(f) of the Department of Transportation Act regarding the use of public recreational facilities for transportation purposes. As a publicly accessible recreational area, the Dark Island Trail qualifies for protection under Section 4(f)

The Dark Island Trail is a shared-use public trail that runs 8 miles from Highway 30 in Central City, NE to W 21 Road just south of Marquette, NE. The trail passes through Central Park approximately 300 feet south of the northern trail end. The trail varies in width and surface material along the length of the trail. The trail is approximately 8 feet wide and concrete where it joins Highway 30. The section of trail from Highway 30 to one mile south of Central City is owned and managed by the City of Central City. The remainder of the trail is owned and managed by the Platte PEER Group.

Section 4(f) Uses and Approvals

The project as proposed would temporarily close approximately 100 square feet of the Dark Island Trail where it joins the sidewalk along Highway 30. The closure is needed for user safety and minor material staging during construction adjacent to the trailhead.

In reference to 23 CFR 774.13(d), due to the proposed project having a temporary occupancy of land protected under Section 4(f) that is so minimal as to not constitute a use within the meaning of Section 4(f), the following conditions are satisfied:

The five required conditions for temporary occupancy are noted below, with the rationale provided in bold on how the conditions would be met:

- 1) Duration must be temporary, i.e. less than the time needed for construction of the project, and there should be no change in ownership of the land.

The portion of the Dark Island Trail would be temporarily closed a maximum of 1 month during the phase of construction when the new sidewalk along Highway 30 is being constructed near the trailhead. The overall project timeline is anticipated to be 2-3 years. The City of Central City, current owner of the effected portion of the Dark Island Trail, will maintain ownership during and after the temporary occupancy.

- 2) Scope of the work must be minor, i.e. both the nature and the magnitude of the changes to the Section 4(f) property are minimal.

The area where the temporary occupancy is needed would be used for safety and staging only. No alterations would be made to the trail and the site would be fully restored to pre-construction conditions as needed. The scope of work does not include any construction activities that would alter the trail property.

- 3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.

As noted above, the trail will not be physically altered. The existing pavement will be left in place and joined to the new sidewalk by rebar connectors. During construction, the rest of the trail will remain open to the public and continue to operate normally. Access to the trail will be maintained from the Fox Theater parking lot and the Central Park parking lot. The Fox Theater parking area is currently the access point listed on the trail website.

- 4) The land being used must be fully restored to pre-existing conditions or better.

Following construction, the area of the temporary occupancy will be restored to its pre-construction condition. Any damages to the trail from staging of construction materials or incidental damage during connection to the new trail will be repaired to as good or better condition.

- 5) There must be documented agreement of the OWJ(s) over the Section 4(f) resource regarding the above conditions.

Concurrence is indicated by the signatures below that the proposed Central City Viaduct project meets the conditions above to qualify for a Section 4(f) temporary occupancy exception.

We are requesting your concurrence, by signature below, that the proposed Central City Viaduct project meets the conditions above to qualify for a Section 4(f) temporary occupancy exception.

Sincerely,



Jon C Barber
Nebraska Department of Transportation
Highway Environmental Program Manager
P.O. Box 94759
Lincoln, NE 68509-4759
Jon.Barber@neraska.gov
(402) 479-4412

Signature: Taber Spencer Date: 9, 3, 2024
Taber Spencer
City of Central City, Parks Superintendent
Official with Jurisdiction

Enclosures:
Project Overview Map
Section 4(f) Temporary Occupancy Map

Nebraska Department of Transportation

Floodplain/Floodway Development Permit/Application

Permit Application No.:

Date:

This form is used for any man-made change to improved or unimproved transportation facility, including, but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation, drilling operations, or storage of equipment or materials.

Nebraska Department of Transportation will obtain all other necessary federal, state, or local permits (e.g., Corps of Engineers 404 Permit, Local Levee District, etc.)

1.	Name of Applicant: Nebraska Department of Transportation PO Box 94759 Lincoln NE 68509-4759		
2.	Type and Use of Development: viaduct-new alignment over RR tracks	3.	Specific Location of Development: N-14 and US-30 in Central City

The following section is provided by NDOT for the community official's monitoring/tracking purposes:

4.	Is the Development Substantial Improvement? ☐ Yes ☒ No Complete this section if the proposed development involves the improvement of a structure (i.e., walled and roofed building). Pre-improvement Value of Structure: \$ _____ Cost of Improvement: \$ _____
5.	Is the development in an identified floodplain? ☒ Yes ☐ No Please see attached documentation. If Yes, complete the following: a. Elevation of the Base (100-Year) Flood _____ Ft. ☐ MSL/NGVD 29 or ☒ NAVD 88 Or Worst case impact 1693.9 rise in the Base (100-year) Flood * If project includes multiple floodplain crossings, this information is summarized in the attached documentation. b. Elevation/Floodproofing Requirement (if applicable) NA Ft. ☐ MSL/NGVD 29 or ☐ NAVD 88 c. Is the development in a designated Floodway? ☒ Yes New structures for human habitation are prohibited. For any other Floodway development, the NDOT must provide certification by a registered professional engineer that the development would result in no increase along the floodway water surface profile. ☐ No If a floodway has not been designated, the NDOT may be required to submit hydraulic data demonstrating that the proposed development will not increase flood heights more than one foot at any location.

If the development is in a floodplain, the following shall apply:

If work includes a new or substantially improved nonresidential building, NDOT will provide certification by a Registered Engineer, Architect, or Land Surveyor that the building is elevated or flood proofed at least one foot above the base flood elevation.

By signing below, the local authorizing official acknowledges the above and any floodplain information submitted with this permit application.

All provisions of the Central City Floodplain Management Resolution/Ordinance (Number _____) shall be complied with.
(City/County/Village)

Mitchell Lake Building & Zoning
Local Authorizing Official (Name & Title) Date 12-9-24

Mary Schroer
NDOT Environmental Specialist

10/17/2024
Date

Project Name: Central City Viaduct	
Project No.: RRZ-TMT-14-2(123)	
Control No.: 42013	Structure No.: Multiple

