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

U.S. Department of Transportation
Federal Highway Administration

5/9/2025

Date

for
Project Sponsor

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

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	RICHARD W FEDORA Digitally signed by RICHARD W FEDORA Date: 2025.05.09 10:07:56 -05'00'
Date	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 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 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 10th and 11th 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	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

	McIlnay 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 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 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 Highway14. 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	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.

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 13th 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.	

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.

- ~~Closure of B Ave north of US-30 to create a "T" intersection with N-14 and US-30.~~
- Conversion of C Ave south of US-30 into a one-way street heading south.
- Conversion of N-14, between 19th Street and US-30, into a one-way street heading north.

- DEA Table 3.2 Modification to Local Roadways in the Study Area
  -

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.

3.3 Updated Resource Determinations

3.3.1 ~~Environmental Justice~~ (Resource Removed)

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 As a result of E.O. 14154 and 14173, all federal environmental justice requirements are revoked and no longer applicable to the environmental review process.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

- ~~DEA 3.7 Environmental Justice~~
  - ~~Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (issued February 11, 1994) directs federal agencies to take the appropriate and necessary steps to identify and address "disproportionately high and adverse" effects of federal projects on the human health or environment of low-income and minority populations. Additionally, representatives of any low-income or minority populations in the community that may be affected by a project must be given the opportunity to be included in the impact assessment and public involvement process. Under Title VI of the Civil Rights Act of 1964, federal agencies are required to ensure that no person, on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. Title VI prevents discrimination, whether intentional or unintentional in any program or activity receiving Federal financial assistance from FHWA.~~
- ~~DEA 3.7.1 Affected Environment~~
  - ~~An environmental justice review was completed for the Project and can be found in Appendix D, Environmental Justice. The environmental justice study area spans multiple counties and communities due to the use of a detour for both US-30 and N-14. The project and detour are located within 25 block groups located within Hall 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.~~

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)

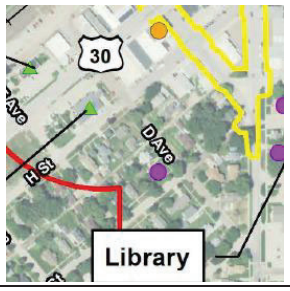
3.3.3 Floodplains

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 be~~ 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 or 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 to4:00pm 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 luminaries 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)