

Central City Viaduct

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NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Agenda

- Project Purpose & Need
- Project Overview and Scope of Work
- Design Features
- Public Involvement
- Cost and Schedule
- Commission Recommendation of the following:
 - Approval of **Project Location** and **Design**
 - Approval of **Access Control** on the project
 - Approval of **Relinquishment**

Project Purpose

The purpose of this project is to:

- **Eliminate conflicts** between trains and vehicles at the existing N-14 at-grade Union Pacific Railroad (UPRR) crossing
- **Reduce traffic congestion and associated delays** at the N-14 crossing of the UPRR tracks and at the intersection with US-30
- **Improve operations and reduce crash costs** associated with the existing N-14 and US-30 intersection

Project Need

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

The Nebraska Department of Transportation (NDOT) identifies the need for railroad grade separation structures by considering the following:

- Potential number of conflicts between road users and trains (**Exposure Factor**)
- Traffic Delays
- Crash Costs

The highway rail crossing of N-14 and UPRR mainline meets NDOT thresholds for considering grade separation.

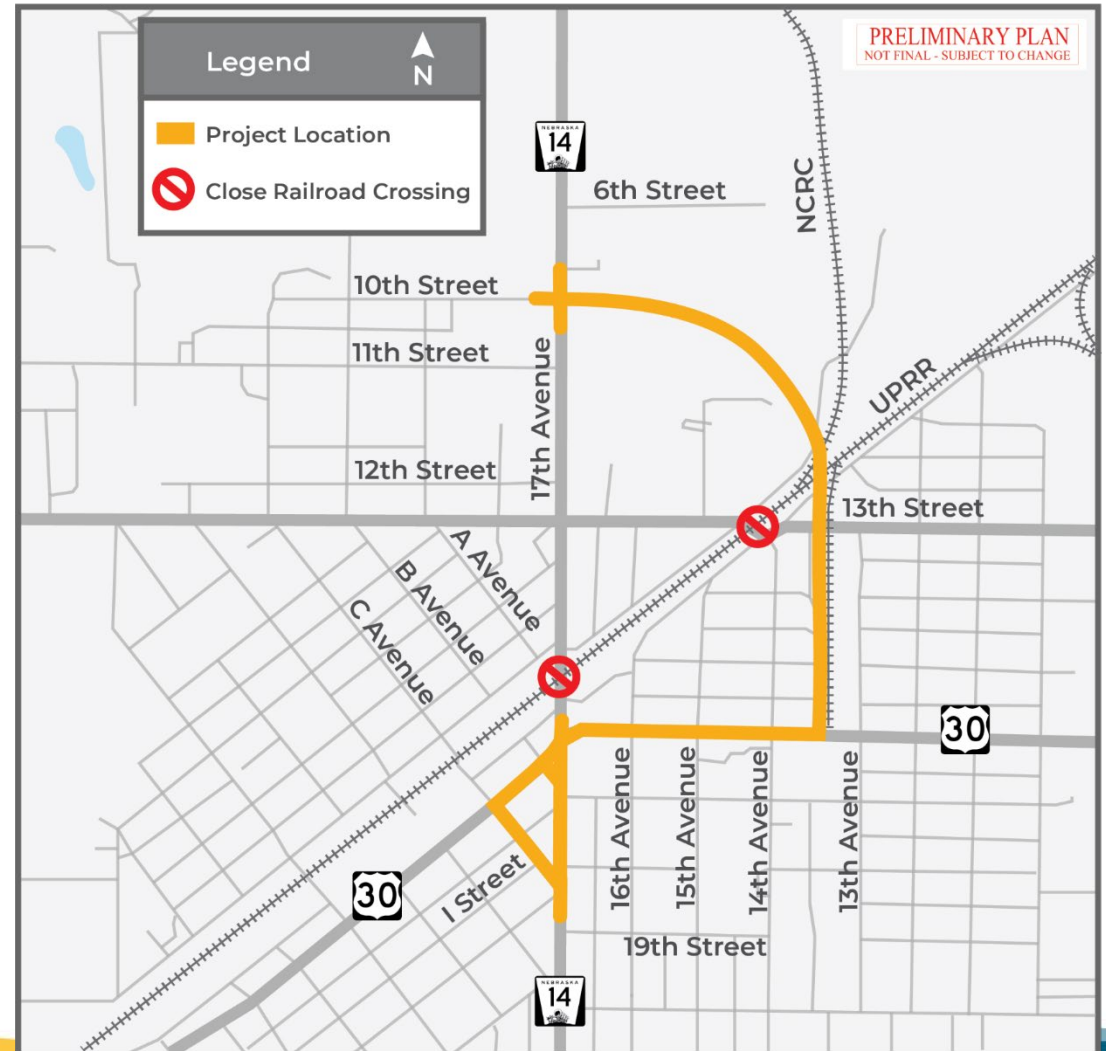
NDOT has also determined a need to address operational challenges at the existing N-14 and US-30 intersection.

Project Overview

Central City Viaduct

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- N-14 and US-30 in Central City
- Two- and Three-lane cross sections
- Alignment Alternatives and Preliminary Design are complete
- Public Involvement
- Final Environmental Assessment (EA) Approved
- Final NEPA Decision: Finding of No Significant Impact (FONSI)



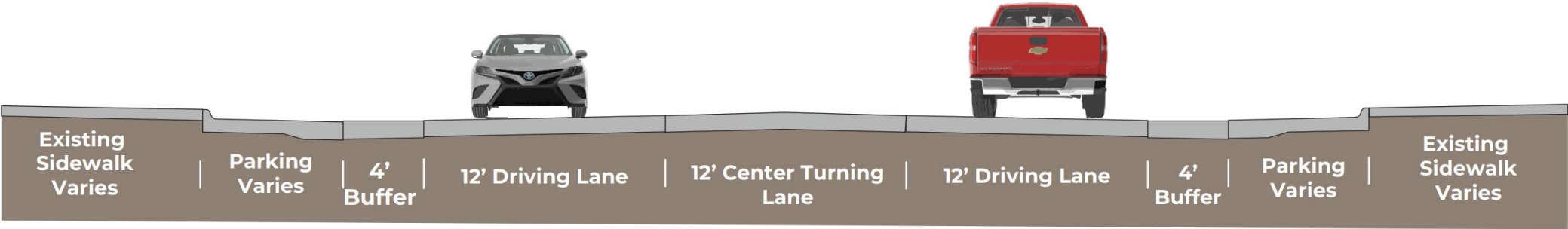
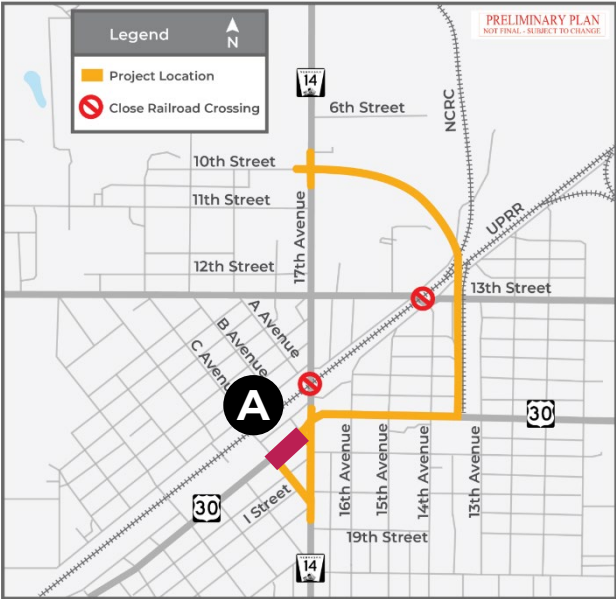
Scope of Work

- Reconfigure the downtown intersection of US-30/N-14 to one-way pairs
- Reconstruct US-30 from C Avenue to 13th Avenue
- Construct N-14 on new alignment with a viaduct over the UPRR
- Two at-grade UPRR crossings will be closed to local traffic
- Pedestrian access at both at-grade crossings along the new viaduct
- Construct a roundabout at the intersection of relocated N-14 and 10th Street
- Repair existing N-14 between US-30 and 10th Street prior to relinquishing to the City

Design Features

Typical Cross Sections – Segment A

US-30, C Avenue to B Avenue



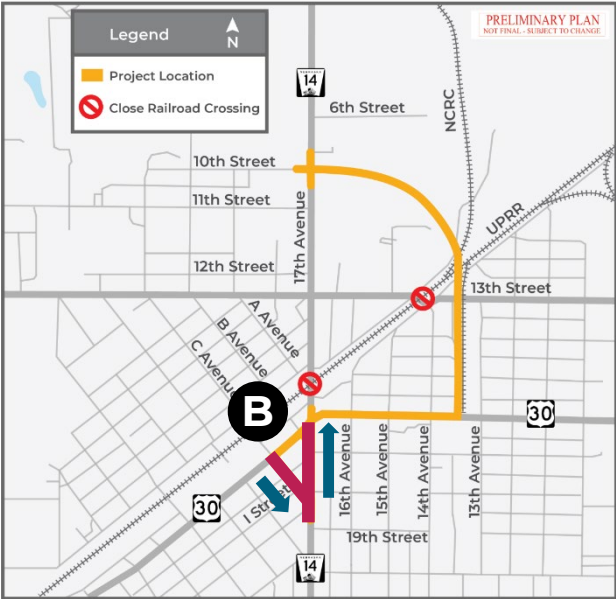
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PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Design Features

Typical Cross Sections – Segment B

- One-Way Pairs
- Southbound N-14 / C Avenue
- Northbound N-14 / 17th Avenue



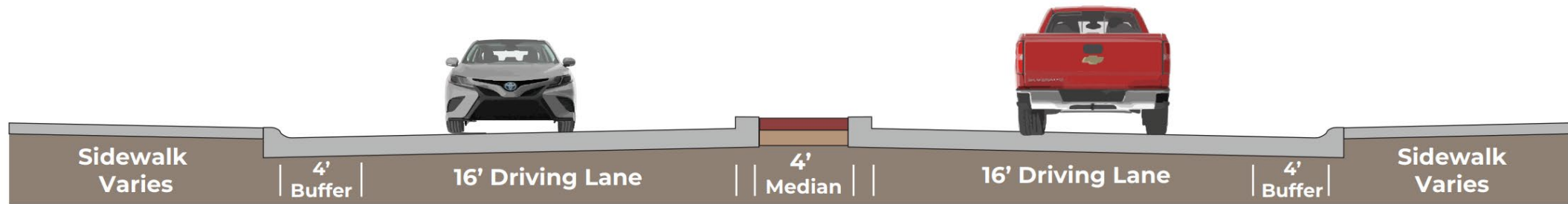
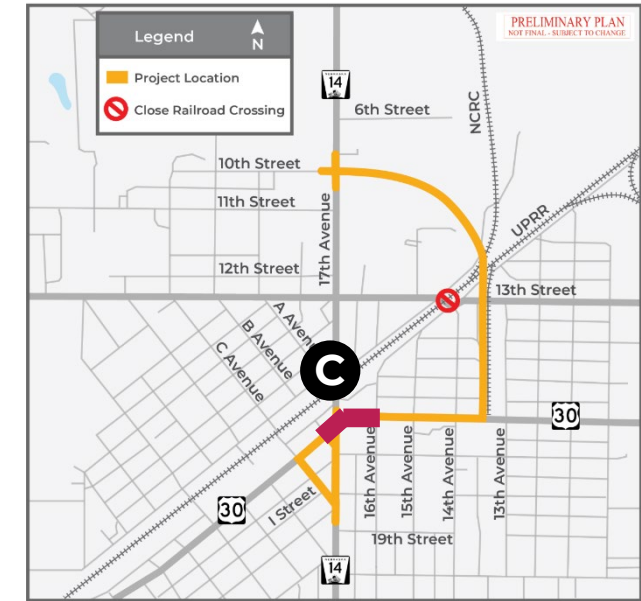
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PRELIMINARY PLAN
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Design Features

Typical Cross Sections – Segment C

US-30, B Avenue to 16th Avenue



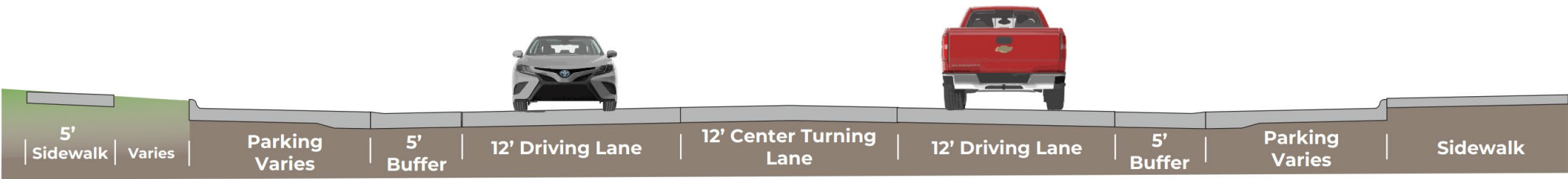
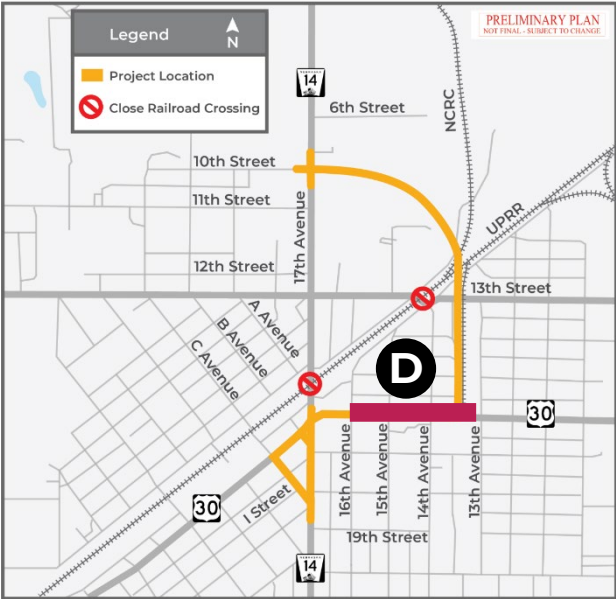
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Design Features

Typical Cross Sections - Segment D

US-30, 16th Avenue to 13th Avenue



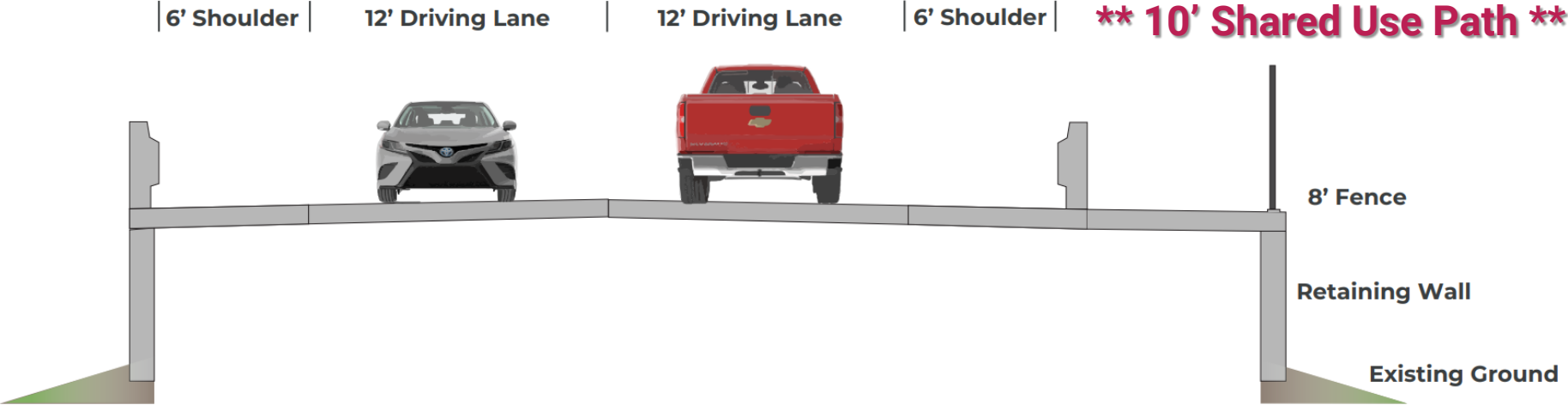
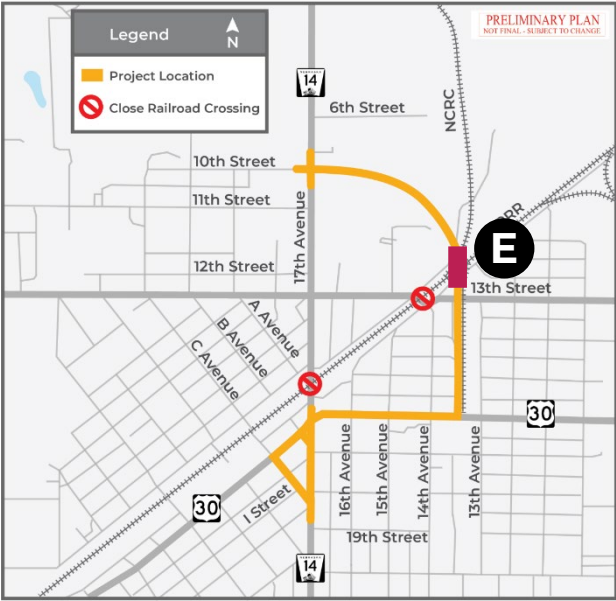
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Design Features

Typical Cross Sections – Segment E

N-14, Central City Viaduct



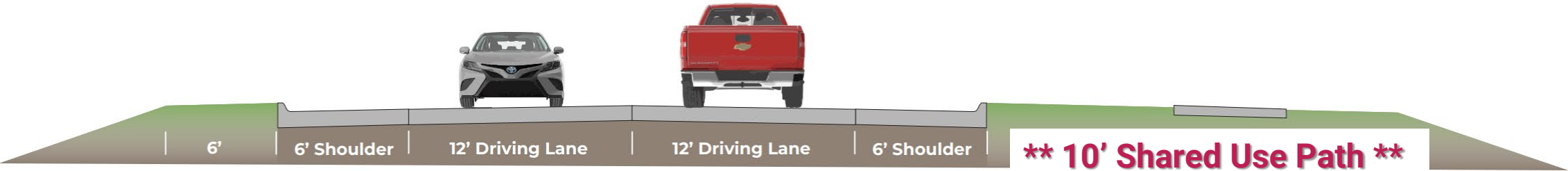
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Design Features

Typical Cross Sections – Segment F

Relocated N-14



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PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Environmental Assessment & Preliminary Design

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- Environmental resource reviews
 - Wetlands
 - Hazardous Materials
 - Threatened and Endangered Species
 - Noise & Air
 - Historic Properties and Archeology
 - Parks and recreational facilities (*4(f) and 6(f) resources*)
- Alternatives Analysis
- Public Involvement
- Selection of Preferred Alternative
- Final Environmental Assessment and FONSI Decision

Public Involvement

- **1996:** Central City requested that NDOT perform a study to determine if a grade separation would be justified
- **2007:** Initial environmental reviews began for a bypass project; these efforts included public outreach
- **2011:** Project was reprogrammed as a viaduct project, eliminating the bypass
- **2016:** Public information meeting was held to present various alternatives and gather input and support for the project
- **2021:** Another public information meeting was held to present alternatives considered but eliminated, and alternatives under further consideration

Public Involvement

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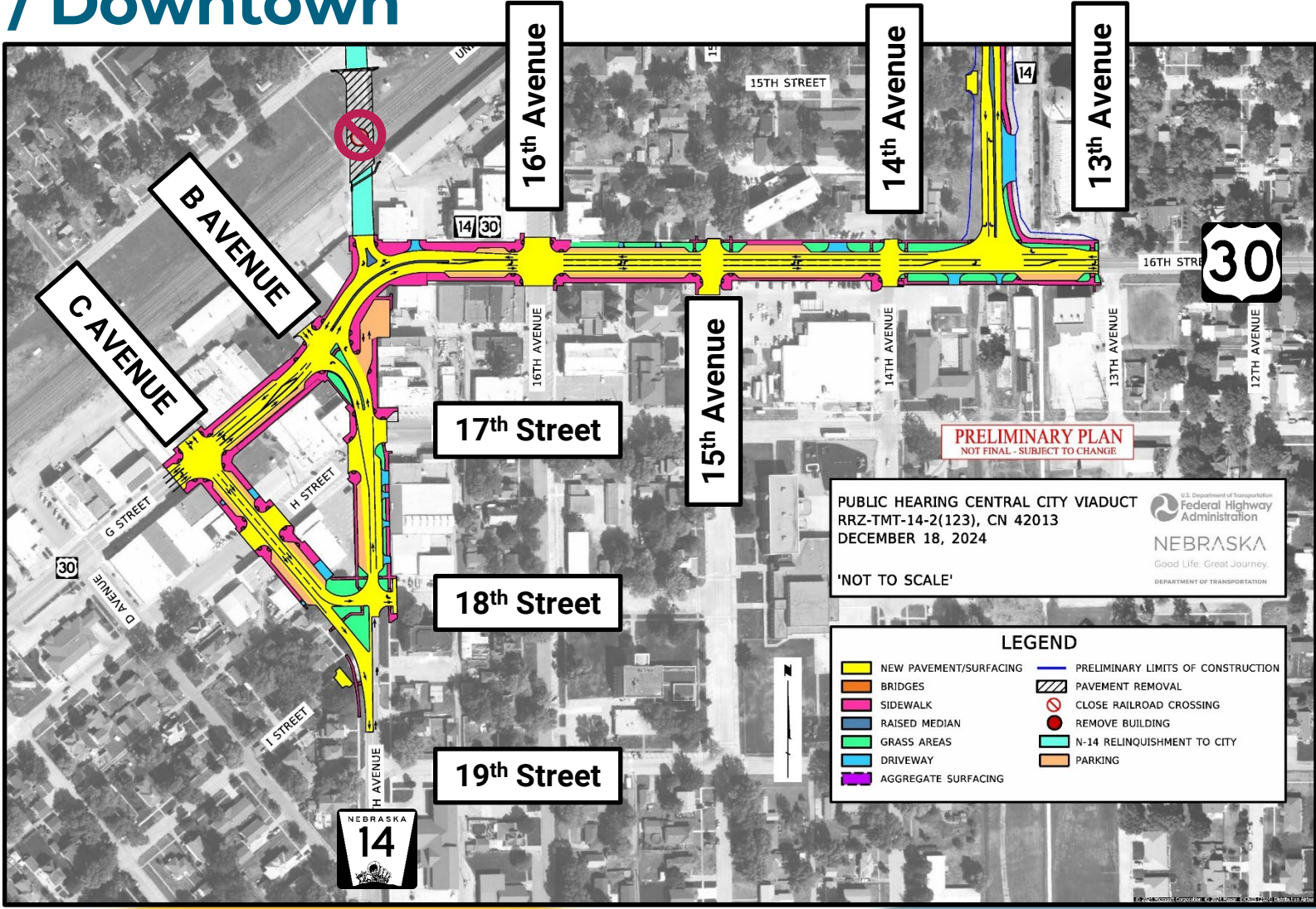
- **December 2024:** Public Hearing
 - Approximately **155** people in attendance
 - Received **48** comments
- **Public Comments**
 - Overall project support
 - Pedestrian accommodations on viaduct / Dark Island Trail connection
 - Parking availability
 - Traffic volumes along US-30
 - Impacts to downtown businesses during construction



Preferred Alternative

N-14 & US-30 / Downtown

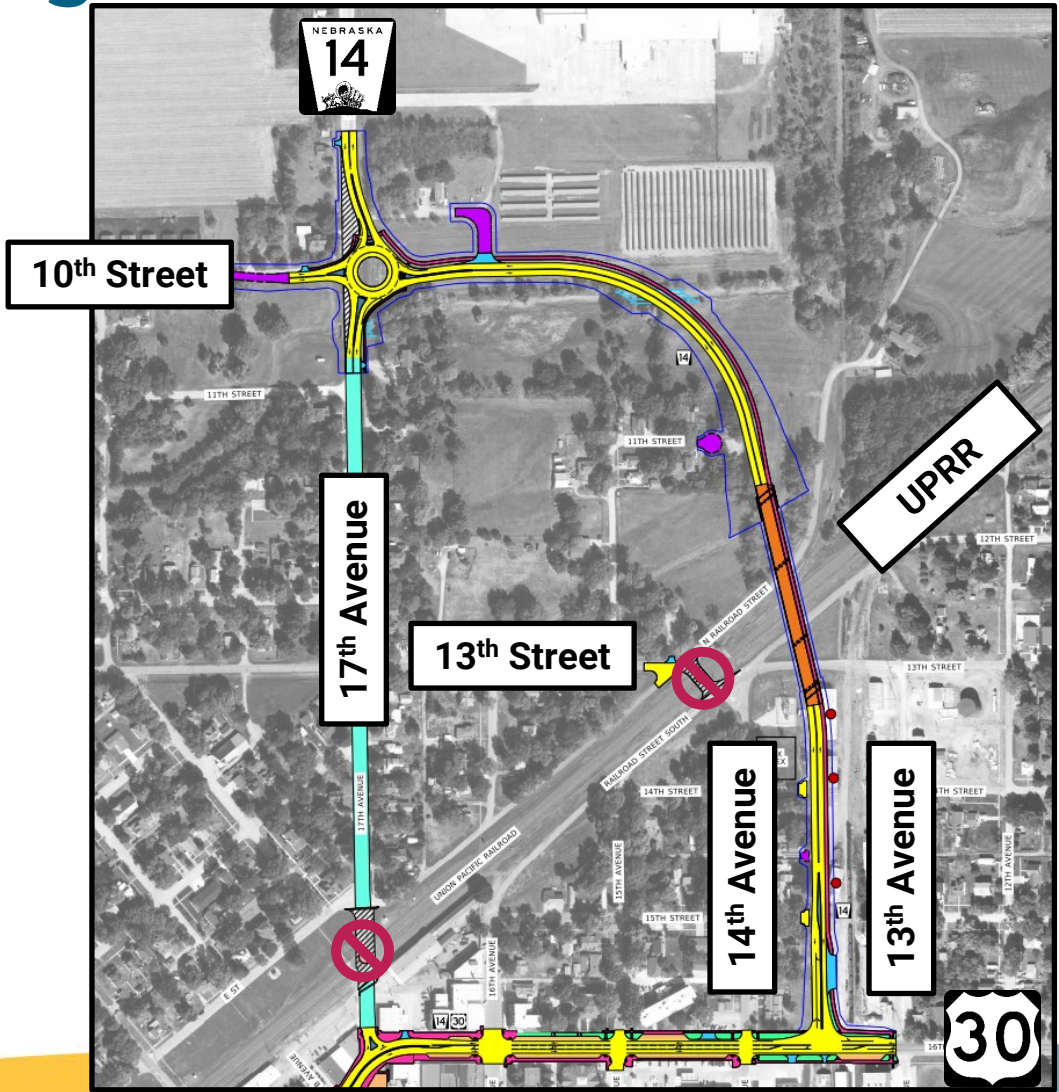
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Preferred Alternative

Relocated N-14 Alignment

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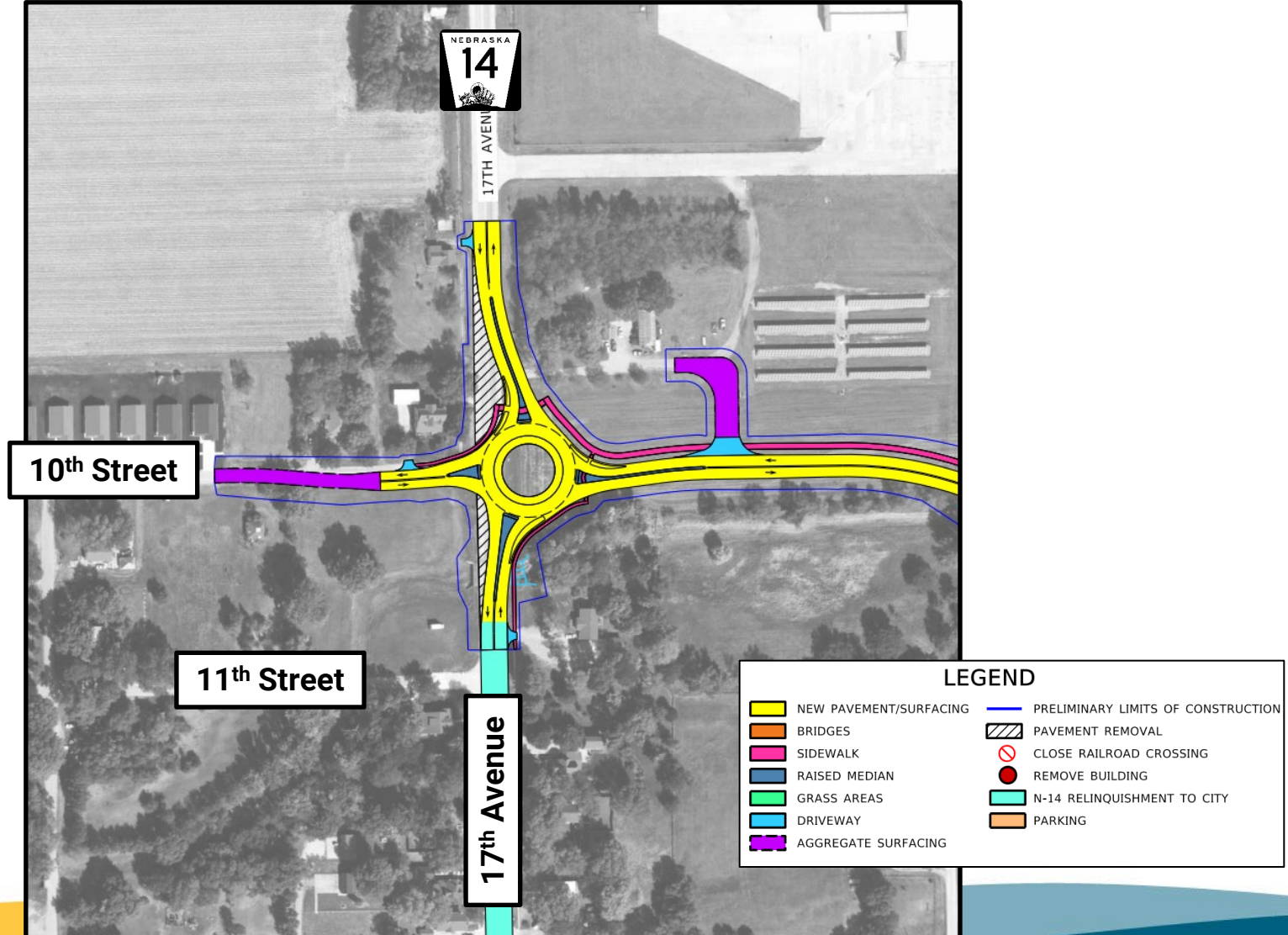


Preferred Alternative

North Intersection

Central City Viaduct

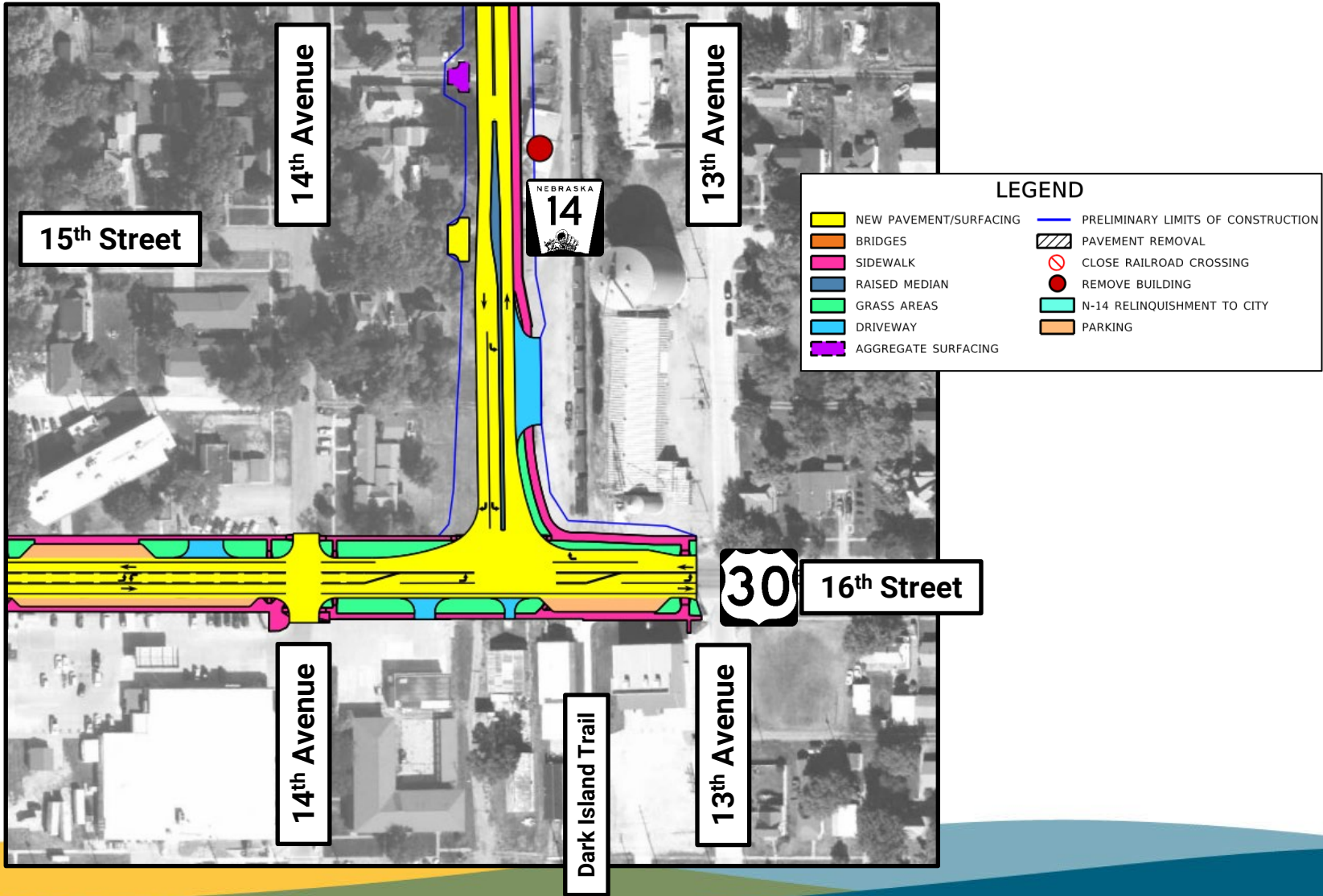
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Preferred Alternative

South Intersection

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Pedestrian Accommodations & Other Closures

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- There **will not** be a dedicated pedestrian overpass construction
- The existing pedestrian crossings of the railroad tracks at D Avenue, C Avenue, and existing N-14 will **remain in place**.
- The at-grade railroad crossings at F Avenue and C Avenue would **remain open** for local traffic.
- The at-grade railroad crossings at existing N-14 and 13th Avenue/14th Street would be **closed** to local traffic.

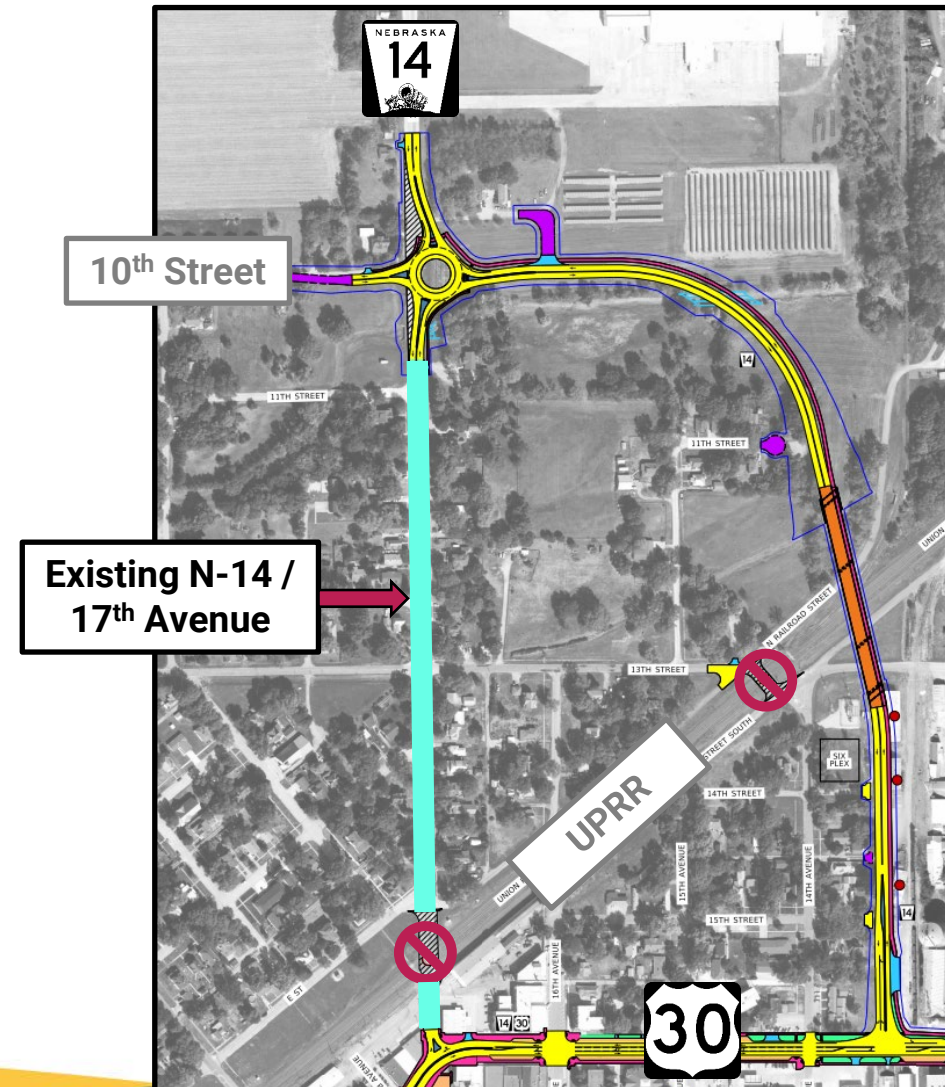


Access Control

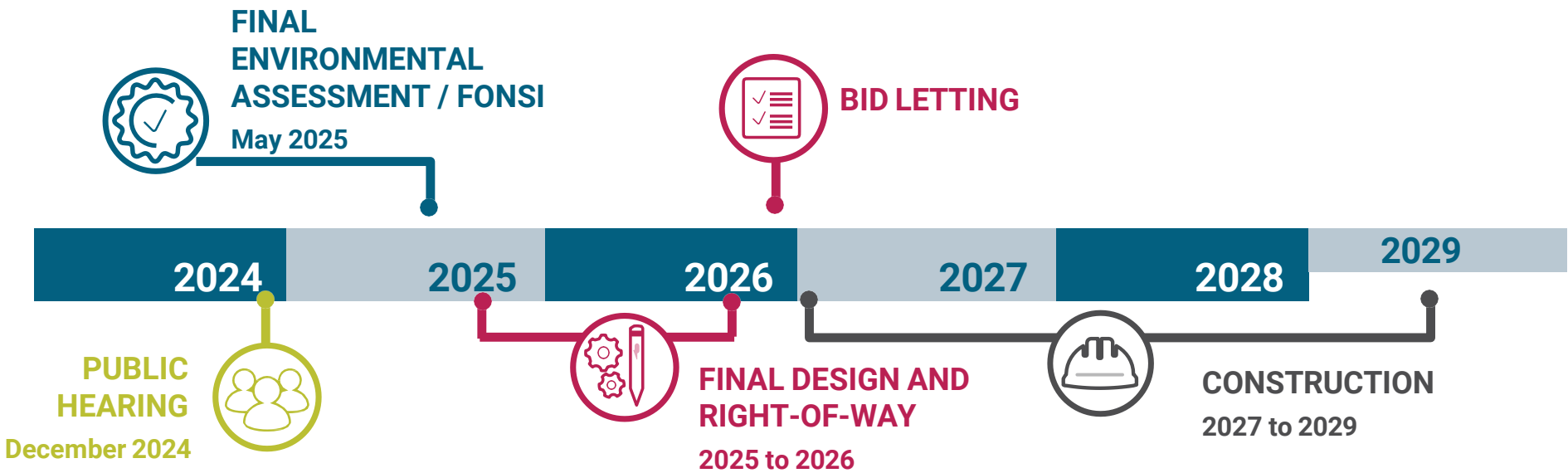
- Access control is the regulation of public access locations abutting the highway facility
- This concept provides:
 - Enhanced safety
 - Improved efficiency of traffic movements
 - Crash reduction by minimizing conflict points
- NDOT intends to purchase new access control at specific locations
 - Adjacent to new viaduct
 - Key intersections

Relinquishment

- Existing N-14 will be repaired prior to relinquishment
- Program agreement in place with Central City
 - Executed November 11, 2024
 - Financial, maintenance and other responsibilities outlined
 - **Commitment to accept relinquishment of N-14 upon construction completion as a condition of NDOT building the project**
 - Formal relinquishment agreement will be executed later



Schedule & Cost



ESTIMATED COST: \$36 MILLION *

**Funding comes from federal, state, local and UPRR sources.*

Requested Actions

NDOT requests Highway Commission Recommendation of the following:

- Approval of the **Project Location** and **Design**
- Approval of the use of **Access Control**
- Approval of the **Relinquishment** of existing N-14 from US-30 to 10th Street to Central City

Questions?



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