

PRELIMINARY COMPARISON OF IMPACTS

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



NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF ROADS

| POTENTIAL IMPACTS | NO BUILD | ON ALIGNMENT | WEST | EAST CLOSE | EAST |
|--------------------------------------------|---------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| WETLANDS/STREAMS | NONE | LOW | HIGH | LOW | MODERATE |
| HISTORIC PROPERTIES | NONE | HIGH | HIGH | MODERATE | LOW |
| EXISTING PARKS | NONE | MODERATE | MODERATE | LOW | LOW |
| PLANNED PARKS | NONE | LOW | HIGH | LOW | LOW |
| RESIDENTIAL/COMMERCIAL RELOCATIONS | NONE | HIGH | HIGH | MODERATE | MODERATE |
| FLOODPLAINS/FLOODWAYS | NONE | MODERATE | MODERATE | MODERATE | MODERATE |
| EXISTING TRAILS | NONE | NONE | NONE | LOW | LOW |
| PLANNED TRAILS / PEDESTRIAN OVERPASS | HIGH | MODERATE | MODERATE | MODERATE | MODERATE |
| MAJOR UTILITIES | NONE | LOW | LOW | HIGH | HIGH |
| HAZARDOUS MATERIALS | NONE | LOW | LOW | LOW | LOW |
| ELIMINATES N-14 AT GRADE RAILROAD CROSSING | NO | YES | YES | YES | YES |
| AVERAGE DELAY PER DAY | 110 MINUTES | → | → | → | → |
| RAILROAD CROSSING EXPOSURE FACTOR | 171,900 VEHICLES X TRAINS | → | → | → | → |
| LOCAL CIRCULATION BETWEEN PARCELS | NO CHANGE | CHANGES | CHANGES | CHANGES | CHANGES |
| REGIONAL CONNECTIVITY | NO CHANGE | N-14/US-30 CONNECTION AT GRADE REMOVED AND RECONFIGURED WITH LOOP | N-14/US-30 CONNECTION AT GRADE REMOVED AND RECONFIGURED WITH LOOP | N-14/US-30 CONNECTION MAINTAINED AT GRADE BUT CHANGES MAY BE REQUIRED AT DOWNTOWN INTERSECTIONS | N-14/US-30 CONNECTION MAINTAINED AT GRADE BUT CHANGES MAY BE REQUIRED AT DOWNTOWN INTERSECTIONS |